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THE "HEUNGSHAN" ENQUIRY.

CAPTAIN'S ORDER REVERSED.

Question of Pilot's Authority.

The enquiry into the stranding of the s.s. Heungshan in the Canton River recently was opened at the Harbour Office this morning.

The Members of the Court were: Lieut. Commr. Conway Blake (President), Lieut. Commr. F. H. Dawson (H. M. S. "Moorhen"), Mr. W. Davison, Marine Superintendent of the C. P. S., Capt. P. Going (s.s. Charles Harcourt) and Mr. J. H. Woolcott (s.s. Paul Beau).

Mr. G. K. Hall Brutton appeared for the "China Coast Officers' Guild and for Capt. D. Thomas, the master of the vessel, at whose request the enquiry is being held, while the Navigation and General Insurance Company were represented by Mr. D. H. Blake. Mr. Eldon Potter represented the Steamboat Company.

PILOT'S EVIDENCE.

The pilot was the first witness called and he stated that he was a licensed pilot and passed his examination on March 18th. On February 29th, he was No. 1 pilot on the Heungshan. They left Hongkong at 10 p.m. on the 28th and he was with the captain on the bridge until after they had gone through the Cap Sui-mun Pass when he was relieved by No. 2 pilot. When witness took over again it was clear until they passed Chain Rock, but they ran into fog after reaching Tiger Island. After they passed Blake Point the weather was patchy, sometimes foggy. It was very thick at First Bar Island and he passed through the Iron Gate at slow speed. After leaving, he set a course W. by S. 15 S. continued for three minutes and then altered to S.W. by W. When he sighted a familiar landmark he altered to S.W. by S. 34 S. At Tai Shik Tau he suggested to the captain that they had better anchor. The captain was speaking to the Chief Officer and did not answer, and when witness returned to the wheelhouse, he found he had proceeded too far on the old course and instead of altering to S.W. by S. 14 S. as usual, he altered to S.W. 34 S. They passed three sampans and the Chief Officer stated that there were other boats ahead.

COUNTERMANDED CAPTAIN'S ORDER.

Mr. Brutton—Was any order given, and by whom?—The captain gave the order to "Starboard the helm."

Did you do anything?—I told the quartermaster to port the helm. Why?—We always pass on the north side of the buoy.

Did you hear the Chief Officer shout out?—Yes, "Oh, the buoy." I suggest that after you heard the officer shout you gave the order to port?—No.

Any way, you countermanded the captain's order?—Yes.

The ship struck immediately you gave the order?—Yes.

THE CAPTAIN'S ORDERS.

Before she struck had the captain given any order about the engines?—Yes; stop. They had previously been going slow. Did you notice anything about the boat?—She had a list to starboard.

What did the captain do?—Gave orders to beach the boat and signalled "slow ahead" and "hard a port." Just as she was almost touching he ordered "hard a starboard" in order to bring her parallel with the shore.

Should there be a light on Junk Rock?—Yes; a green light.

Was there a light on this night?—No.

Did you see light at any time?—No.

Mr. Potter—Was it customary for you to give orders as to the course?—Yes.

Without consulting the officer of the watch?—Yes.

You were virtually in charge of the ship?—Yes.

Even to the extent of countermanding the captain's orders?—Yes.

Who led you to believe, that you were to have such authority on the Heungshan? It comes to this; you give an order and the captain gives an order and the quartermaster obeys which he thinks fit?—Yes.

NO LIGHT.

What, in your opinion, was the cause of the accident? The rock showed no light.

If you were in the middle of the river how did you get on the rock?—There was no light.

The truth is you were entirely on your wrong course; you were on the wrong side of the river?—I was in the middle.

There was a boat ahead of you, how far was it?—About 300 feet. It was nearer to the north bank.

I put it to you there was a light on the buoy that night?—There was no light.

I shall evidence that there was a light?—There was no light.

Re-examined:—He did not see the banks of the river. His attention was concentrated on looking for the green light of the buoy.

QUARTERMASTER'S STORY.

The quartermaster, who was in charge of the wheel, said that he received an order from the captain to "starboard the helm" and he obeyed it. A moment later the pilot gave the order "port," but he did not obey him; he had to obey the captain first.

Mr. Brutton:—How long after the captain's order did the ship strike?—Five minutes.

Five minutes?—Not very long.

Lieut. Commr. Dawson:—What was the captain's order?—Hard a starboard.

Did you put the boat hard a starboard?—I was pulling her over when she struck.

THE CAPTAIN'S EVIDENCE.

Captain R. D. Thomas, master of the Heungshan, said he had been in the service of the Hongkong, Canton and Macao Steamboat Co. for 28 years and 9 months and in command for 25 years and 6 months. He was on the bridge until the boat was well clear of the Pass and then left the boat in charge of the second officer. At 3.12 a.m. he was awakened by the whistle and rushed up to the bridge. He enquired the position of the boat and said that if they did not see Blake Point light they had better anchor although he did not like the idea, because of the fear of piracy. They picked up the light and after passing were able to go full speed until they reached First Bar Island. At Flat Island he put the engines "Slow." Shortly afterwards, they saw the lights of a steamer ahead and decided not to pass her. At Tai Shik Tau the pilot said that would be a suitable place to anchor, but witness could see the banks on either side and considered it better to go on. They passed three sampans and he thought he sighted three or four more on the star board side. He gave the order "Starboard the helm" and the Chief Officer went to the starboard wing to see if they were clear and immediately exclaimed "J—C—; it's the Junk Rock buoy."

The boat was then swinging round and he gave the order "Slow ahead and hard a port." He grounded her and dropped both anchors. Several sampans approached the boat, and would not stop until he fired his revolver at them. About an hour later the Kwongai came along and the passengers were transferred. About 2 p.m. H.M.S. Moth came alongside and Captain Brooksmith was kind enough to send a wireless message to Hongkong asking them to send up a salvage party as soon as possible.

On the adjournment for this afternoon, the evidence was still incomplete.

The enquiry is being continued this afternoon.

NEW SIX-STORYED BLOCK.

VICTORIA BUILDINGS TO BE PULLED DOWN.

Some Interesting History.

Another old Hongkong building is soon to make way for a new structure, built on modern lines. This is the block facing Queen's Road and known as Victoria Buildings, and forming one of the oldest office premises in the Colony. The Netherlands Trading Society have moved from a ground floor into their new place nearby, the firm of Chater and Mody and the Hongkong Land Investment and Agency Co., Ltd. have moved to Ice House Street, and the only offices occupied in Victoria Buildings to-day are those of Messrs. Percy Smith, Seth and Fleming. Very shortly, the structure will be demolished, to make place for a six-storyed building, with basement, erected by the present owner, a well-known Chinese business man.

BUILT IN 1860.

In an interview with Sir Paul Chater this morning, a Telegraph representative learned some of the history of Victoria Buildings. Erected about 1860, the first offices there were occupied by Messrs. Lyall, Still and Company, a firm since defunct. The original property extended right through from Queen's Road to Des Voeux Road.

Some time later, the building was purchased by Messrs. Jardine, Matheson and Co. and they were in occupation for a considerable period. In 1884, they sold the premises to Sir Paul Chater, and Messrs. Chater and Mody moved in and the firm has remained there up to practically a few days ago.

In February, 1919, the portion fronting on Des Voeux Road was sold by the firm of Chater and Mody to the Bank of Canton. This part was pulled down, and the site is now occupied by the imposing building just completed. The portion facing Queen's Road was sold to Mr. Pun Yick-cho in April, 1921. This is now to pass into the hands of the contractors' workmen, and make way for another addition to the fine modern structures of the city. Thus will pass another link with olden-day Hongkong.

THE NEW BUILDING.

Our representative next called on Mr. J. Caer Clark, the architect of the new building which is to be erected, and gleaned the following particulars.

There will be a very imposing front, of a pleasing style of architecture, and the whole structure will be about 90 feet in height. On Queen's Road there are to be two main entrances, reached by a short flight of steps, opening into two lofty banking halls on the ground floor, divided by a party wall. Thus two up-to-date banking establishments could be accommodated. At the back of these, strong-rooms are to be constructed. The halls are to be lighted by an artistic glazed dome on the first floor level, and above this dome rises a light-wall extending to the roof, into which will open windows, from the intervening floors.

The remaining five floors will be divided up into offices, as required by prospective tenants. A series of ventilators fixed in the light wall will ensure perfect air circulation as well as ample light.

On either side of the building two passages from Queen's Road run to the very back of the block, and from each of these passages there will be a side entrance, leading to an electric lift and fireproof staircase.

The building is to be of reinforced concrete, and is expected to be completed in approximately eighteen months' time.

HOME FOOTBALL.

London, April 8. In the First Division of the English League, Cardiff beat Tottenham by two goals to one, whilst Shrewsbury defeated Notts County by three to one. *Reuter.*

B. & S. BOATS.

TO COME OFF MANILA RUN.

Effect of New Facilities.

One of the most interesting developments regarding local shipping services during the past few years has been the tremendous increase in the carrying facilities between here and Manila. Time was, just over three years ago, when the Indo-China Steam Navigation Company and the China Navigation Company had something like a monopoly of the trade. The Canadian Pacific boats and the Toyo Kisen Kaisha used to call at Manila, but the services were sufficiently infrequent to leave the two local companies a very large proportion of the business offering.

To-day that position is very much changed. There are something like 14 different lines of boats operating between here and the Philippines. The Pacific Mail, the Admiral Line, Messrs. Struthers and Barry, the Columbia Pacific Line, the C.P.R. (just re-started after leaving out Manila for some time), the various German lines, the Spanish Mail and one or two Chinese boats all make the journey from the Philippines, to Hongkong and vice versa, with the result that the route is overflooded.

The old custom of shipping from Manila to Hongkong and then getting goods trans-shipped here on to trans-ocean boats has been almost done away with, because of the direct shipping facilities so many of the new lines offer. The President boats, and the Empress boats at least are quicker by fully twelve hours than the coastal type of steamer, and as is natural to expect, the "Jardine" and "B. and S." boats have lost a great deal of the trade they formerly enjoyed.

In this connection it will be learned with interest that Messrs. Butterfield and Swire, who operate the China Navigation Company, have decided to discontinue their Philippine service altogether, this decision coming into effect at the end of this month. For something like 30 years this service has been in operation, well-known coasters having been identified with it. The taking of the China Navigation Co.'s boats off the Manila-run breaks a link with the past, and marks another stage in the changing shipping conditions of the Far East.

MAGISTRATE'S CURSE.

ON MAN WHO DUMPED MOTHER'S BODY.

"You are a bad son, may your mother's spirit come back to haunt you," was the wish expressed by Mr. R. E. Lindsell this morning when he had before him a man charged with dumping his mother's remains on the roadway.

The defendant pleaded that he possessed neither friends nor clansmen in the Colony, and his finances did not permit him to carry out a fitting burial.

Sergeant F. T. James, of the Aberdeen Station, said that the body was discovered, three or four hours after dumping by a Chinese detective, and investigations in the case had been carried on since the 25th of last month. Then a man was arrested who admitted having helped the defendant to remove the body and dump it on the main road to Deep Water Bay. A length of rope was tied round the shoulders and another round the feet, and this showed how the body had been carried by the two men.

After administering the rebuke, his Worship imposed a fine of \$40 on the charge of dumping and another fine of \$10 for failing to report the death of the woman to the police.

SCOUTS' FUNERAL.

"I have gone home" (Scout sign).

The funeral of Boy Scout Ho Kwan-yui of the 7th (Saiyungpun School) Troop, who died from injuries received in the motor omnibus collision near Castle Peak on Sunday last, took place yesterday.

The body was brought from Yau-mat and was met at Sai-Kong Wharf, West Point, by pupils attending the Saiyungpun School and by about 150 Scouters and Scouts of the Local Association. Every Scout Troop was represented. Amongst those present were the Commissioner, Mr. C. Champkin, Mr. A. Morris, headmaster of the Saiyungpun School, Hon. Secretary and District Scoutmaster White, Scoutmasters Kirk, Beecher, Braga, Kong and Chak and many of the teaching staff of Saiyungpun.

The cortege moved off at 1 p.m., headed by the Troop of which deceased was a member, then followed the School pupils and the other Scout Troops of the Colony with their banners draped. At the resting place on the Pokfulam Road, the bugler of the 8th Troop sounded the "Last Post" while the dead Scout's comrades stood at the "Alert." The Troops, headed by their Scoutmasters, then marched past the coffin and gave the Scout Salute to the little brother who had "gone home."

Wreaths were sent by the Commissioner, the Local Scout Association, the staff of Saiyungpun School, the boys of the dead Scout's school class and the various Troops of Boy Scouts in the district.

The Commissioner conveyed to the relatives the sympathy of His Excellency the Chief Scout of the Colony and many letters of sympathy were received from Scout officials and others.

SMILING STOWAWAYS.

REBUKED IN COURT.

When Pedro Rose and Ramon Eharo, Filipino stowaways who came here on board the President Lincoln, appeared before Mr. R. E. Lindsell, at the Police Court this morning, they wore such cheerful countenances, that his Worship was provoked to administer the following rebuke:—"Don't laugh. This is not a Theatre."

The smiles faded as the order for three weeks' gaol for each man came from the Bench.

NO PROTECTIONS.

Mr. Webb's Pronouncement.

London, April 8. In the House of Commons, replying to questions, Mr. Webb, President of the Board of Trade, stated that the Government had decided not to introduce legislation extending the duration of the provisions of part two of the Safeguarding of Industries Act, providing for duties to meet the case of depreciated currencies, which accordingly will lapse on August 10th. (Liberal and Labour cheers.)

The Government had carefully considered the report of the committee recommending a duty of 33½ per cent. on lace, embroidery and silk, but did not propose to ask Parliament to impose these duties. (Ministerial cheers.) *Reuter.*

LEAGUE APPOINTMENT.

London, April 8. The League of Nations has appointed the Bostonian financial expert, Mr. J. Smith, as Commissioner General for the Financial Reconstruction of Hungary. Mr. Smith participated in the reconstruction of the Chinese Government.

UNEMPLOYED A PUBLIC CHARGE.

GOVERNMENT SUPPORTS A LIBERAL BILL.

A QUIET HOUSE OF COMMONS.

(Reuter's Service.)

London, April 8. The House of Commons opened dully, the benches being sparsely occupied. There was no sign of yesterday's dramatic events, until, replying to Mr. Baldwin, Mr. MacDonald stated that the Government's Eviction Bill could not be re-introduced this session but the Government thought it possible satisfactorily to amend the Bill by the Liberal, Mr. E. D. Simon, which was read a second time last night, the passage of which the Government would facilitate after it had been satisfactorily amended. The Government had not abandoned the proposal to make assistance to the unemployed a public charge, but "public funds" would be local funds.

Mr. Simon's Bill is almost identical with the Government's Evictions Bill, except for the clause which the Government were defeated.

SOVIET & CANTON.

ANOTHER DELEGATE COMING.

It is reported that M. Karakhan, the Russian envoy in Peking, has been instructed by the Moscow Government to appoint M. Epinoff to proceed to Canton for the purpose of negotiating with Dr. Sun Yat-sen on the question of the recognition of the Soviet Government.

M. Epinoff will, it is said, resign his post as a professor in the Peking University and come South in the near future.

THE KIEFF TRIAL.

French Plea to Russia.

Paris, April 8. M. Poincare has telegraphed to M. Chicherin declaring that French public opinion gravely fears that the Professors implicated in the trial at Kieff will suffer the death penalty, and that their loss would be a cause of great sorrow and be regarded as a diminution of the world's intellectual patrimony. The French Government has asked the British and Italian Governments to make a further appeal. *Reuter.*

TURKISTAN REVOLT.

Considerable Forces Oppose Soviet.

Riga, April 8. It is reported from Moscow that there is a fresh revolt in Turkistan. The old revolutionaries have been reinforced by well-armed forces, including 25,000 well-organised cavalry, also artillery.

The insurgents are everywhere supported by the population. The Soviet Government is despatching considerable forces against them. *Reuter.*

HONDURAS HORRORS.

Disease Rampant: Dead Unburied.

Washington, April 8. Advice received by the State Department depicts a serious state of affairs in the capital of Honduras. The ground on the outskirts of the city is strewn with dead. Typhoid and dysentery are raging, there being no attempt to inter or cremate the dead. The city is still besieged, and there is considerable hand-to-hand fighting. *Reuter's American Service.*

CANADA AND SINGAPORE.

TO-DAY.

Ottawa, April 8. The ex-Premier, Mr. Meighen, has given notice of a motion demanding all the correspondence between the British and Canadian Governments concerning the Chinese Government.

RETURNING HOME.

MR. RAY E. GUNN DEPARTS TO-MORROW.

Another well-known resident of the Colony is leaving Hongkong to-morrow by the s.s. President Jackson, in the person of Mr. Ray E. Gunn, manager of the Robert Dollar Co., who is being transferred to the firm's San Francisco office.

Mr. Gunn first became associated with the Dollar Company when, some eight years ago, he joined the San Francisco office, and, shortly afterwards, he was appointed to Shanghai, coming East in 1917, as assistant in the shipping department. Being a hard worker and a man of progressive ideas, he soon gained promotion, for in February, 1918, he was transferred to Hongkong as manager of the local branch, which position he has held ever since. He has been at the head of the Hongkong office during the period of the Company's greatest growth. When Mr. Gunn first came to Hongkong, the Company was housed in two small rooms, whereas at the present time it occupies the whole ground floor of the new Hongkong and Shanghai Bank extension in Des Voeux Road, where it is established in offices of the most modern and up-to-date character. Much of the Company's progress locally is due to the enterprise and energy shown in business by Mr. Gunn. During the war, he had quite a lot to do with fitting out the Company's vessels, in conjunction with the naval authorities, for troop transport work. During the whole period of Mr. Gunn's service, until the beginning of this year, the Company has maintained its original name, but has since amalgamated with the Admiral Oriental Line, to the mutual benefit of both concerns.

Although regretting to leave Hongkong for many reasons, Mr. Gunn is none the less pleased that he is being transferred to his native land, where his numerous friends hope to hear of his further advancement. Accompanying him to-morrow will be Mrs. Gunn (who also has made many friends here) and children, and they will all carry with them the best wishes of a very large circle of folk who have enjoyed the pleasure of their friendship.

SHIPBUILDING TROUBLE.

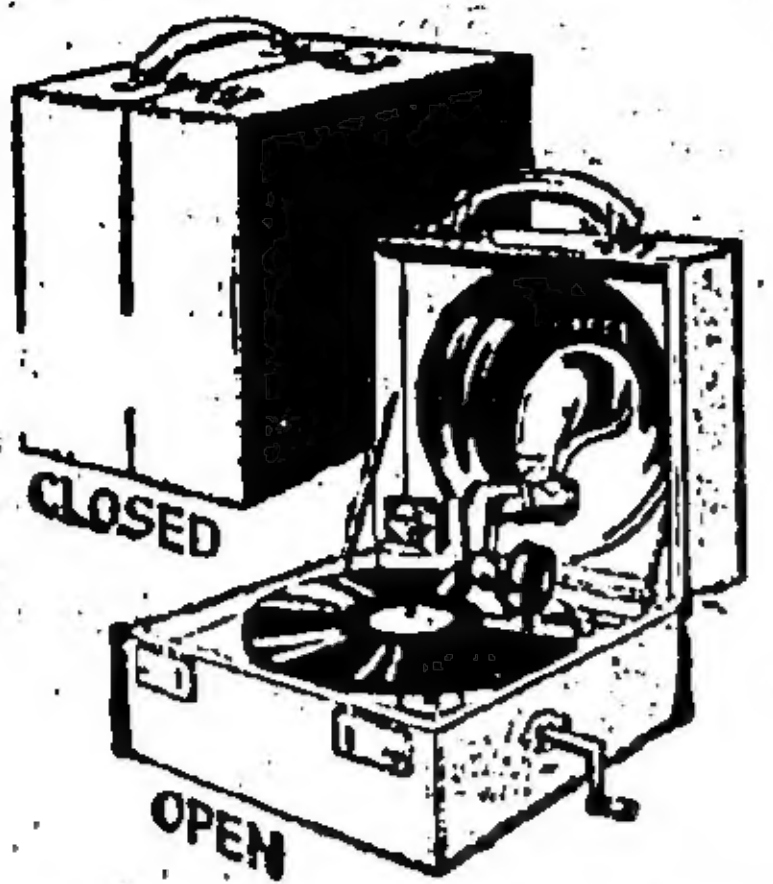
The Unions Divided.

London, April 8. The shipbuilding unions have suspended the whole twelve hundred members of the three recalcitrant branches in Southampton. Balloting by the remainder is proceeding. *Reuter.*

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EARLIER TELEGRAMS.

REPARATION COMMITTEE'S REPORT FORECASTED.

Paris, April 8.

The first report of the experts on Reparations, to be published to-morrow, is a huge document of sixty pages. According to forecast it proposes that Germany should immediately pay 16 milliard gold marks, also annual payments of between a minimum of 1,400 millions and a maximum of 2,000 millions of gold marks.

Alternatively she will pay one milliard of gold marks the first year, 1,200 millions the second and third years, 1,750 millions the fourth year, 2,400 millions the fifth year, and onwards.

After the sixth year the Reparations Commission demand supplementary payments, calculated on the basis of Germany's prosperity, possibly amounting to several hundred millions of gold marks.

The German railways are to be handed over for 50 years to an international company, with a capital of twenty-six milliards of gold marks, of which the Reparations Commission will hold eleven milliards of 6% debentures, giving an annual yield of 660 millions of gold marks after the fourth year.

Without entering into the question of the military occupation of the Ruhr, the experts think that Germany's economic restoration can be lasting, only if her economic unity is fully re-established; and they suggest a permanent committee of five experts, with a President nominated by the Reparations Commission, to regulate the movement of German capital, and to administer the capital left temporarily in Germany.—*Reuter.*

EMPIRE SHIPBUILDING.

London, April 8.

Lloyd's Returns show the following particulars of shipbuilding for the past quarter:

Under construction in the United Kingdom, 1,473,000 tons, an increase of 78,000 tons compared with the previous quarter and a decrease of 19,000 tons compared with the first quarter of 1923.

The total includes 101,000 tons upon which work has been suspended.

The tonnage launched during the past quarter totalled 361,000, compared with 114,000 for the previous quarter.

The total tonnage building abroad was 1,042,000 tons, including 118,000 upon which work has been suspended. Germany and Danzig head the list with 299,000 tons.

The tonnage launched abroad was 188,000.—*Reuter.*

CHINA'S FINANCES.

London, April 8.

Liang Shi-yi, in a Reuter interview dealing with Chinese Finance, said that foreign capital was welcome, but only on conditions which must benefit both parties, and not be one-sided. He was of opinion that preference should be given to Chinese products, but did not object to the employment of suitable labour from abroad.

He advocated that the Government should build the railways, and the people provide the rolling stock and locomotives. Thus, even with its present capital, the Government could construct twice the present length of line, and save time.

Mr. Liang will be banquetted by the Legation and Chinese students, and is to stay six weeks in England. He will then tour the Continent, returning home via America.—*Reuter.*

THE CHESS TOURNEY.

New York, April 8.

In the adjourned games, Doctor Lasker, Maroczy and Yates beat Janowski, Edward Lasker, and Janowski.—*Reuter.*

SHIPYARD LOCKOUT.

London, April 8.

Very slight hope of averting a shipyard lockout is contained in the decision of the Unions to take a ballot of strikers to-day, asking specifically whether they are prepared to accept executive authority, whereafter steps will be taken to enforce the authority of the Unions.—*Reuter.*

ITALY AND RUSSIA.

Trieste, April 8.

Resumption of maritime commercial relations with South Russia was officially inaugurated by the departure of a Lloyd Triestino steamer for Odessa.—*Reuter.*

SOUTH AFRICAN POLITICS.

Capetown, April 8.

The Government, it is now announced, decided upon dissolution immediately, and an election in June.—*Reuter.*

THE MURDERED AMERICANS.

New York, April 8.

The Americans murdered in Albania are Mr. Robert Louis Coleman, of San Francisco, and Mr. George B. de Long, of New York, a son of the late Senator de Long.—*Reuter's American Service.*

SUBMARINE REFLOATED.

London, April 8.

The submarine L25 has been refloated and has returned to Portsmouth.—*Reuter.*

JAPANESE PRINCE LEAVES RUMANIA.

Bucharest, April 8.

Prince Naruhiko Higashi-kuni has departed for Paris.—*Reuter.*

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BILLIARDS CHAMPIONSHIPS.

YVANOVICH FOR THE FINAL.

As was generally expected P. Yvanovich defeated K. K. Leung in the semi-final of the billiards championship at the Victoria Recreation Club last night and will now have to meet R. F. Luz in the final. The match was 1,000 up and Yvanovich's margin was 142, much larger than at one time appeared probable.

Leung played very good billiards in the earlier session, and at the interval was so ahead. After that, however, he appeared to be unable to settle down, and Yvanovich after catching up at the 300 mark, struck a brilliant patch and with breaks of 11, 31, and 38 went well in front. He was so ahead of his opponent at 700 and a very fine break of 51, nearly all off the red, took him 100 to the goal. After that play slackened down considerably and scoring was on the slow side, neither player finding the balls running kindly. Leung made a spurt with successive breaks of 26 and 28 and looked like making a fight of it, but Yvanovich kept plodding away, scoring steadily, and eventually won fairly comfortably. The final scores were Yvanovich, 1,000; Leung, 858.

The highest breaks were:

Yvanovich: 51, 44, 38 (2), 31 (2), 20, 24, 22 (2).

Leung: 45, 42 (2), 38, 28, 20, 24, 21, 22 (2), 20.

CRICKET.

H. K. C. C. v. NAVY.

The following will represent the H. K. C. C. against the Navy on the Club ground at 2.15 p.m. on Saturday.—T. F. Pearce (Capt.), Col. B. D. Matthews, Rev. T. B. Powell, E. J. R. Mitchell, H. Owen Hughes, E. G. Lammer, D. R. Wahl, G. R. More, L. D. McNeill, E. C. Hagen, F. N. Young.

LOCAL GOLF.

OXFORD v. CAMBRIDGE.

Whilst thousands lined the famous Thames waterway, sporting their dark and light blue favours, cheering the Varsity crews as they swept past in their historic encounter, supporters of the two Universities had their share of excitement at Fanning, where the annual golf match, always held on boat race day, took place. Here the boat race result was reversed. Singles were played in the morning and foursomes in the afternoon. Oxford winning both. They scored 63 points to 31. Details follow:

Singles.	
Oxford.	
J. E. Warner	0
N. L. Smith	11
R. H. L. Gompertz	0
D. W. Tratman	1
H. E. O. Bird	1
A. E. Wood	11

Cambridge.	
E. Davidson	1
F. Syne Thomson	4
C. B. Shann	1
H. P. Winslow	0
E. D. C. Wolfe	0
F. W. Hamilton	0

Foursomes.	
Oxford.	
Warner and Smith	1
Gompertz and Tratman	0
Bird and Wood	1

Cambridge.	
Davidson and Syne Thomson	0
Shann and Winslow	11
Wolfe and Hamilton	1

COL. POPE HENNESSY.

SON OF FORMER HONGKONG GOVERNOR.

Some of our older readers, says the *China Express*, will remember when Sir John Pope-Hennessy was Governor of Hongkong, and his little boy, that boy is now Colonel Pope-Hennessy, D.S.O., who has been chosen as the head of the British part of the Allied Mission which is now to resume the supervision of German disarmament. The son of Sir John, who in his day was also a figure of note in Irish politics, has been an Army man all his life. In East Africa and Somaliland he served under "Johnny" Gough. He is very level-headed, and has the double advantage of knowing Germany and the German, and of hitting it off with his French and Belgian colleagues. His interests stretch far beyond soldiering, though he often writes for the reviews on military subjects. The pursuit of Chinese pottery is his chief hobby, and he is one of the very few men who set themselves, when over forty, to master the Chinese language. His wife, Dame Vna, is a brilliant writer and a real authority on the politics and personalities of the French Revolution.

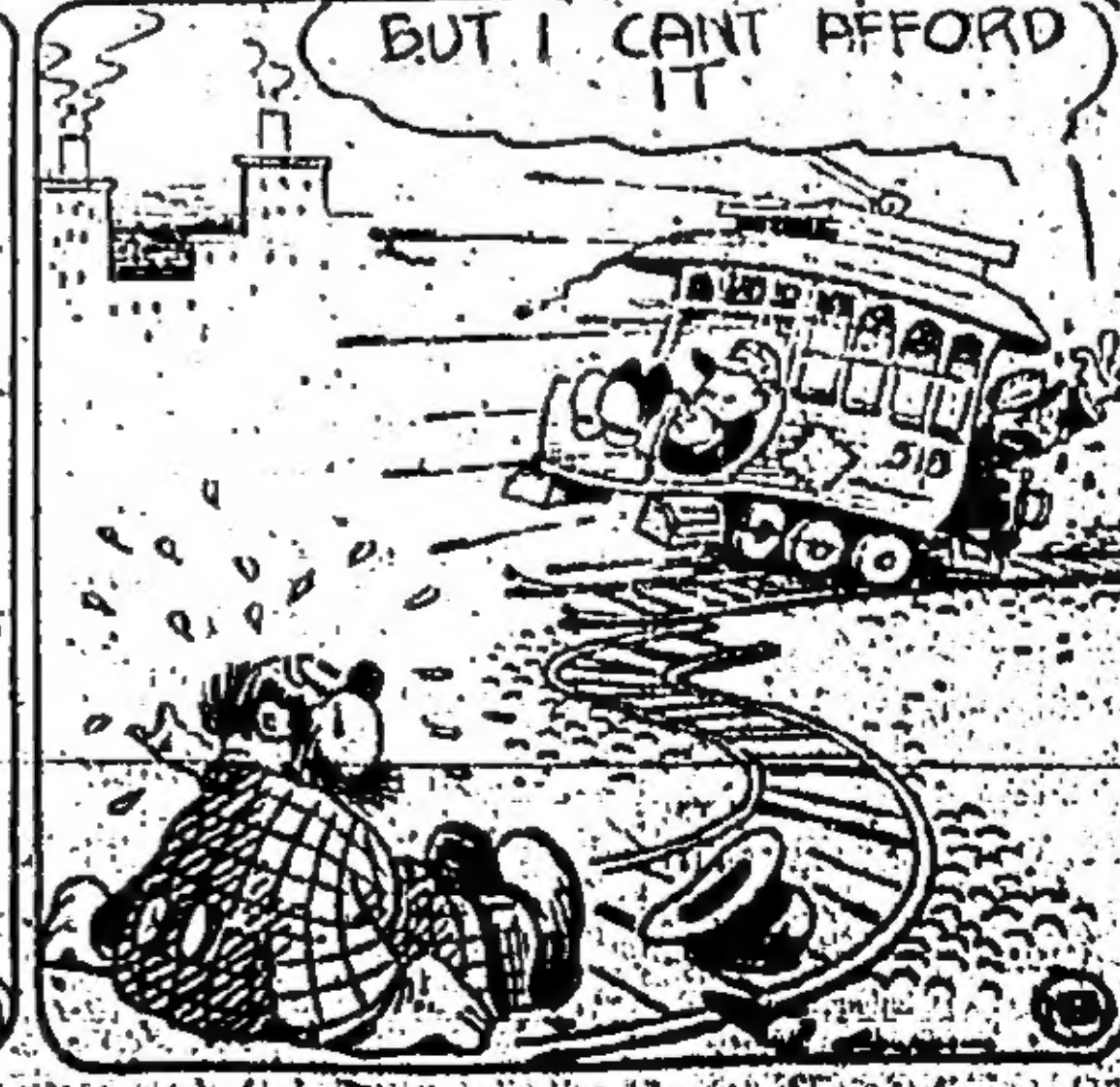
TAXICABS IN HYDE PARK.

For years efforts have been made, and failed, to procure the admission of taxicabs to Hyde Park. Private and hired motor-cars can go there; these others have hitherto been denied admission, and been obliged to set down their "fares" at the gates. An appeal just made to Mr. F. W. Jowett, First Commissioner of Works, has met with success. Mr. Jowett has made the concession on the understanding that plying for hire shall in no circumstances be permitted.

The Captain's Cup.

The Captain's Cup competition played on April 5th was won by Mr. J. L. Dowrick, 90-10=74, who qualifies for the Captain's Cup, and wins the silver button, and pool.

SALESMAN SAM



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The night street carnival with its thousands of revolvers!

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The attack on the plantation!

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HIGH CLASS TAILOR
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HEALTH DISTRICTS.

INTERESTING SANITARY BOARD DISCUSSION.

An interesting discussion took place at a meeting of the Sanitary Board yesterday afternoon, on the provision of further health districts. The meeting was presided over by Mr. N. L. Smith, and there were also present Dr. Ozorio, Dr. W. V. M. Koch, Mr. C. G. Alabaster, R.C., Mr. S. W. Tao, Mr. Wong Kwong-tin, Dr. W. W. Pearce (Medical Officer of Health) and Mr. J. A. Fraser (Secretary).

The subject of the provision of more health districts was raised by Dr. Koch, who proposed the following resolution:

"In view of the rapid increase of Urban areas in districts which were formerly Rural, this Board is of opinion that further Health Districts are necessary, and the present ones re-arranged with the provision of additional staff."

Dr. Koch thought the resolution carried its own commendation. The city of Victoria was spreading and many new lots were being sold for building purposes. In some cases these new lots were adjacent to the city and outside the strict sanitary control of that department, and he wished to regularise the matter by bringing these new areas under the same governance as the city. Of course, if the districts were re-arranged the Board would require a larger number of sanitary inspectors and possibly a further assistant medical officer. Dr. Koch recalled the time when the city was not so crowded, but when there was a fear of plague, when the Board had three assistant medical officers, but for a very long time they had had only one on the Hongkong side and one in Kowloon.

Mr. Alabaster, in seconding, said he should like to see the whole of the Colony divided into health districts. Obviously measures taken in rural districts would be different from those taken in suburban districts, and measures taken in suburban districts different from those adopted in urban areas. The activities of the Department ought not to be confined to a few crowded districts. In crowded districts the Department was concerned with the prevention of epidemics, like small pox, whereas in rural areas they could deal with the mosquitoes and the prevention of malaria.

Reflection on the Board.

The Chairman intimated that the Department could not accept the motion exactly as it stood. If they did it would be an accusation that they were not keeping pace with the needs of the Colony, and a reflection upon the Board's activities of the past. It seemed to him that as a general rule the Board had confined themselves to European style houses. A good example was Aberdeen, where they had side by side the ordinary village house, with which the Board had not previously interfered, and large tenements of the urban style. When such houses were put up in any numbers, there was no doubt the Board must take action.

The Chairman did not think the proposer and seconder of the resolution were well acquainted with the situation as regards the re-distribution of health districts. In Kowloon, until 1920 there were only three health districts. Shamshuipo and Kowloon City were then rural, looked after by what was called rural inspectors. Now both places had been added, and the activities of the Department now extended right to the foot of the hills behind Kowloon. Incidentally, one more health district was added on the 1st April, this being carved out of previous existing districts.

On the Hongkong side the boundaries of the Board's jurisdiction remained very much the same as in the year 1921, but here again some re-arrangement of the districts, in order that each one might have the same number of houses, had been made. Shamshuipo was now definitely under a sanitary inspector instead of a rural inspector, and as from the 1st January this year Aberdeen had also been included, but unfortunately had not yet come into operation owing to the illness of the inspector allotted. He expected the inspector would be able to return to duty about the 1st May.

The Chairman thought the Board would agree that the Department was keeping pace with the spread of the city. With regard to the number of inspectors, in 1910 there had

20, in 1920 there were 33, and the number had gradually grown since, until it was now 40. He thought the present arrangement of health districts was entirely adequate.

Increase of Staff.

The Medical Officer of Health drew attention to the need of increase of staff. When he first came to the Colony there were only two health districts in Kowloon as compared with six now, and in Hongkong there were 10, whereas there were 11 now, and with Shamshuipo and Aberdeen the number would be increased to 13. That made 19 inspectors as compared with 12 some 15 or 16 years ago.

The Chairman proposed an amendment to Dr. Koch's resolution to the effect that the present arrangement of health districts was adequate.

Dr. Ozorio, who expressed himself as being satisfied with the Chairman's explanation, seconded.

The Medical Officer of Health said it had occurred to him that Dr. Koch was not expressing his dissatisfaction with the sub-divisions of the Colony as they existed at present, but of the fact that the health districts in charge of their own inspectors did not embrace enough of the Colony. Having regard to the jurisdiction of the Department extended from Shamshuipo nearly to Lyemun and back again right up to Causeway Bay, and to the fact that in a few weeks time they would have a similar junction of the south-western district extending out to Deep Water Bay and possibly to Repulse Bay, perhaps Dr. Koch was satisfied and did not desire to press his resolution.

Dr. Koch withdrew his resolution. He was sorry the Chairman should think it reflected on the Department. It was not his intention to do any such thing, but rather to increase the efficiency of the Department. The population had increased out of all proportion to the increase in the number of inspectors, and he certainly thought that not only did they require a larger staff of sanitary inspectors, but a third assistant medical officer as well.

The Chairman: I did not mean to say it was a reflection on the Board; it would appear to be obviously a criticism.

The discussion then dropped.

Meat Inspection.

In accordance with notice, Dr. Koch asked:

"What steps are taken for the inspection of meat sold in markets in Rural areas—as in Aberdeen and Shamshuipo?"

Are the Sanitary Inspectors in such districts qualified meat inspectors?

In reply to the first question, the Chairman said Shamshuipo market and Sai Wan Ho market and slaughter house were under the supervision of district inspectors. At Aberdeen the market and slaughter house were under the supervision of the rural inspector, but they would eventually come under the district inspector, who, it was understood, would take up his position at the beginning of May. Periodical visits of inspection were made to these and to all markets in the Colony by the Colonial Veterinary Surgeon and the senior inspector from the slaughter house.

The reply to the second question, the Chairman said, was in the negative. As regards Aberdeen the rural inspector had no qualifications whatever. The syllabus prescribed for the certificate of Inspector of Nuisances as ordered by the Royal Sanitary Institute, was held by all the sanitary inspectors excepting two, who had newly joined. It included the inspection of markets and slaughter houses, the character, condition of good and bad food, and the inspection of food.

The Medical Officer of Health said the examination for an Inspector of Nuisances did cover a certain amount of meat inspection, it was not an unusual thing for inspectors to seize bad food.

Dr. Koch said the point he wanted to bring out was that inspection should be made at frequent intervals, and not so much as to whether the men were qualified or not.

MEMORIAL TO CAPTAIN SCOTT.

Captain Evans, second in command in the last voyage of the Terra Nova, unveiled at the Memorial Church, Exeter, a few weeks ago, a memorial of the Antarctic explorer. The window

WEDDING.

MOORE-BENSON.

The wedding was solemnised at Holy Trinity Cathedral, Shanghai, and later at H. B. M. Consulate General, on Thursday last, of Miss Helen Margaret Benson, daughter of Mr. C. Benson, of Lyne Regis, Dorset, and Dr. W. B. A. Moore, of the Medical Department, Hongkong Civil Service, the ceremony being conducted by the Rev. T. W. Hall and the Very Rev. Dean Symonds.

The bride, who was given away by Sir Sidney Turner, was attired in a very neat travelling dress of blue silk moiré, trimmed with coloured lace. She wore a hat of brown lace and carried a sheaf of lilies as her bouquet. Her two pages, Masters Colin Hall and Rodrick Moffatt, were dressed in white sailor suits.

The bridegroom had as his best man, Mr. W. A. Willis. Later, Dr. and Mrs. Moore left for Peking, where the honeymoon is being spent.

CHINA COAST OFFICERS.

THE LATEST CHANGES.

Mr. B. A. Marrable, supply second officer, Wanchow, is on reserve.

Mr. S. C. Smith, chief officer, Ichang has gone chief officer, Fongtien. Mr. R. J. Green, chief officer, Fongtien, has gone chief officer, Ichang.

Mr. E. L. Hurley, chief officer, Szechuen, is on reserve. Mr. R. Warren, from reserve, has gone chief officer, Szechuen.

Mr. Rybaltoovsky, second officer, Woosung, is on reserve. Mr. Dr. D. R. McAlpine, from reserve, has gone second officer, Woosung.

Mr. R. Frost, chief officer, Kungwo, has gone chief officer, Waishang.

Mr. J. H. Davey, chief officer, Fuhwa, has gone chief officer, Kungwo.

Mr. H. E. Edmondson has been appointed second officer, Kungwo.

Mr. J. R. Young, supply second officer, Kungwo, has resigned.

Mr. J. P. Plandridge, from reserve, has gone supply second officer, Fausang.

Mr. T. Wilkinson, supply second officer, Lucho, has gone second officer, Fausang. Mr. W. P. McAllan, second officer, Fausang, is on reserve.

Mr. H. Taylor, second officer, Lucho, is on reserve. Mr. K. F. Stuart has been appointed second officer, Lucho.

Mr. N. Richardson, supply second officer, Mingsang, has gone third officer, Wosang.

Mr. F. Dunstan, second engineer, Waishang, has gone supply third engineer, Lucho.

Mr. W. J. Hamilton, third engineer, Lucho, has gone acting engineer, Waishang.

Mr. R. C. Barkus has been appointed third engineer, Kinsing.

Mr. J. S. Dennison, third engineer, Kinsang, has resigned.

Mr. A. McN. Marshall, third engineer, Wingsang, has gone acting second engineer, same ship.

Mr. A. McNay, second engineer, Wingsang, has gone supply second engineer, Tuckwo.

Mr. J. A. Thom, third engineer, Tuckwo, has gone third engineer, Wingsang.

Mr. G. Porterfield, second engineer, Kinsing, has gone second engineer, Foshing.

Mr. J. W. Laverick, second engineer, Foshing, is on leave.

Mr. M. L. Brodie, from reserve, has gone chief officer, Yue Ying Wo.

Mr. H. W. Parry, chief officer, Yue Ying Wo, is on reserve.

Mr. A. W. Best, from reserve, has gone chief officer, Fook Sing.

Mr. P. H. Going, chief officer, Fook Sing, has gone master, Charles Hardouin.

Mr. J. Webster, from reserve, has gone chief officer, Talles.

Mr. H. M. Rogers, chief officer, Talles, is on reserve.

Captain J. J. Lossius, of the Kwong Ying, has gone master, Chung On.

Mr. W. J. Prendergast, chief officer, Kwong Ying, has gone chief officer, Chung On.

Mr. G. Williams, chief officer, Kwong Ying, has gone acting master, same ship.

Mr. T. Owens, from reserve, has gone chief officer, Kwong Ying.

Mr. A. Taylor, from reserve, has gone third officer, Tackoo Wan.

Captain G. Innes, of the Air Force, has gone master, Asia.



You can nurse Baby yourself

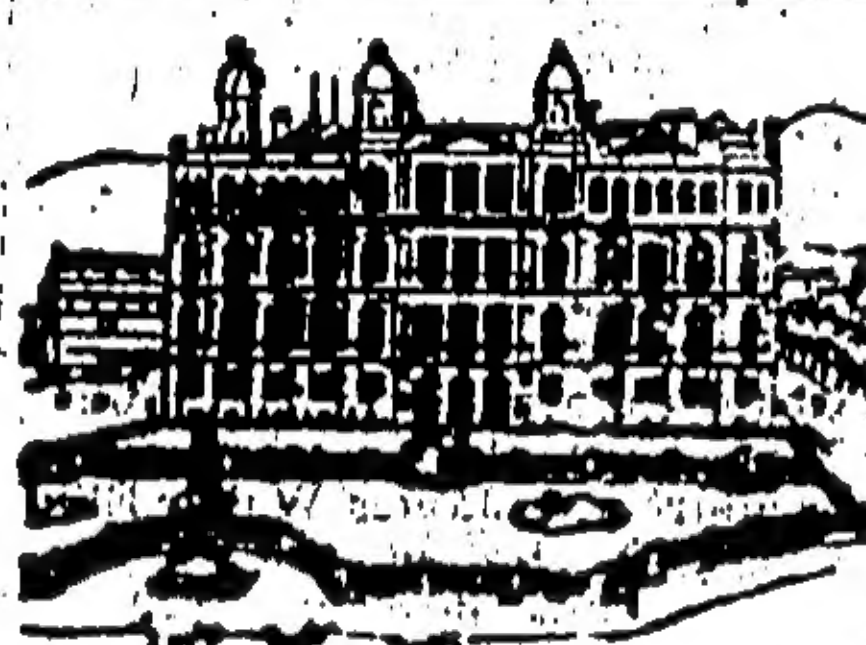
If the greatest privilege of motherhood is to be yours, if you would know the joy of having Baby dependant on you alone for health and strength, make sure now that you will be able to nurse him yourself. Very many mothers who could not otherwise nurse their babies have been enabled to do so by taking Glaxo themselves every day. Taken regularly two or three times a day (both before and after Baby's arrival), Glaxo enriches and stimulates the flow of breast milk, and maintains the mother's strength without taxing her digestion.



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millions of folks have already learned about"Gets-It," the guaranteed painless corn and
callus remover. Any corn, no matter how
deep rooted, cures quickly when "Gets-It"
is applied. Wonderfully simple, yet simply won-
derful, because all excess skin with the first
application. Get rid of your corn and wear
shoes that fit. Costs but a trifle—everywhere
putting it on. It is sold in this city by
all leading chemists.

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Central.

CONSIGNEES.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)
FROM EUROPE & STRAITS.The Steamship
"ATSUTA MARU."having arrived from the above
ports. Consignees of Cargo are
herby informed that their Goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
whence delivery may be obtained.
Goods not cleared by the 14th
April 1924 will be subject to
rent.Damaged packages if it be the left
in the Godowns for examination
by the Consignees and the Co's
representatives on any Tuesdays
& Fridays, at 2.30 p.m. within the
free storage period.All claims must be presented
within ten days of the steamer's
arrival here, after which date
they cannot be recognized.No claims will be admitted
after the goods have left the
Godowns.No fire insurance has been
effected.

NIPPON YUSEN KAISHA.

Hongkong, April 7th, 1924.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "ANYO MARU"

Voy. 21—West.

From SOUTH AMERICAN
PORTS via SAN FRANCISCO,
HONOLULU & JAPAN
PORTS.The above named Steamer having
arrived on Tuesday, 8th,
April 1924, consignees of cargo
are hereby notified to present their
Bills of Lading for countersignature,
and take immediate delivery from
steamer or the Company's
Godown, where all cargo impeding
immediate discharge will be land-
ed at consignee's risk.Storage will be assessed on
cargo remaining undelivered
after Tuesday, 15th, April, 1924.All broken, chafed and damaged
packages will be landed into the
Company's Godown, where same
will be examined on Tuesday
15th, April, 1924, at 11 a.m.No claims will be recognised
after goods have left the steamer
or Godown, and none will be
entertained if presented later
than three weeks after arrival
of steamer.No fire insurance whatever
will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 8th, April, 1924.

NOTICE.

NOTICE OF REMOVAL.

THE HONGKONG LAND
INVESTMENT AND
AGENCY CO. LTD. has this
day transferred its office to No.
11, Queen's Road Central (2nd
Floor) (Entrance Ice House
Street).

L. S. GREENHILL,

Acting Secretary.

Hongkong, 7th, April, 1924.

MASSAGE HALL

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Expert Masseuse

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Tel. 710

ARCHITECTS' TRIALS.

The "Impossible" Client.

The following, from the
"Architect," might be of local
interest:An architect, like other men,
sometimes has abhorive business
relations with clients whose
methods and actions relate
them to the category of im-
possible people, and the sooner
the architect recognises these
black sheep the more trouble he
will save himself. Sometimes
clients have very definite views
and schemes and simply want
them "flicked into shape," and
though the resultant building
usually falls short of what it
might be, the architect may
reasonably act as a producing
agent provided he is not called
upon to create an edifice. But
if in addition to being asked to
carry out a definite scheme
he is called on to "make
bricks without straw," or, in
other words, to give 91. for
11, and the client will
not listen to his demonstration of
the impossibility of such a
procedure, it is far wiser for architect
and client to part at the outset
than for the architect to prepare
plans and get tenders. If he does
so, the impossible client will seize
on some small points to justify
his contention that if the archi-
tect knew his business he would
have given him what was wanted.We must bear in mind that the
impossible client will always
come into touch with irrespon-
sible people to whom he will state
at great lengths his views, and
who, to get rid of a bomb, will
acquiesce in those views. The
impossible client will then go
away and quote Mr. So-and-so as
if he had been employed as an
arbitrator to give a judgment on
the facts of the case. Very few
men are sufficiently careful in
giving opinions on points put to
them in casual conversation, and
the impossible client may be
depended upon never to state a
case fairly.Another type of impossible
client is the man who is funda-
mentally unable to act loyally.
By this we mean that when a
client employs an architect he
should do so after having satis-
fied himself that he has gone to
a competent and honest man. If
he has done so, there should be
frankness on both sides. The
architect should not, because he
likes one type of design, make
out that something else is impos-
sible; neither should he, because
his client has expressed a wish
for a wrong solution, fail to show
him what he considers as being
the right one. If he does so, he,
being in a position of trust, has
not spoken the truth, the whole
truth and nothing but the truth.
But confronted with what he
does not care about, the impos-
sible client suddenly acts dis-
loyally to the architect he has
employed, takes other advice and
either breaks away altogether or
gives his architect infinite trouble
and annoyance by his want of
loyalty.Facts are stubborn things, but
should not be evaded, and the
conscientious architect will as
far as possible put a true case
before his client, not allowing
himself to be governed by his
own personal predilections. Many
clients cannot understand this
attitude, and consider that any-
thing but immediate acquies-
cence in their views is disagree-
able obstinacy, whereas it is they
who show themselves to be im-
possible and unreasonable.SETTLEMENT OF ACCOUNTS.
The settlement of a builder's
account will often produce bad
blood between architect and
client, in some cases revealing a
character which, realised before-
hand, would prevent an architect
from doing work for a client.Such a man overlooks the fact
that building represents a definite

OLD LONDON.

Roman Wall Unearthed.

Part of the new building of the
Oxford University Press in Lon-
don has cut through the old Lon-
don wall, a section of which,
eight feet by three, on the base-
ment steps, is being kept open to
view, with a glass in a gunmetal
frame. The red Roman tiles can
be seen at intervals in the
Kentish ragstone, of which the
wall was made. Originally the
wall was fourteen feet wide, but
the part that was found in the
present building had been cut
through before—probably when
the old Newgate prison was built
—and the width now is only eight
feet.This was not the only dis-
covery of interest during the
building. In excavating for the
basement Roman coins and
pottery were found, whilst in the
walls of the Warwick square front
the builders came across stones
from Old St. Paul's. It was the
custom after the Fire of London
to build a course of bricks and fill
in with old stone that was lying
about. The heads of angels,
tracery for windows, and other
ecclesiastical carvings were used
indiscriminately. They are now
being preserved, and some of the
more beautiful specimens will be
sent to museums.cost in money, and that this cost
in no ways depends on whether a
particular building represents
a good commercial return on
what has been spent or not.
Because a client thinks, after
having built, that he might have
done more wisely in expending
money differently, he has no right
to quibble about the cost.The builder has no bottomless
purse, out of which he can com-
pensate the building owner for
the results of a mistake. But the
impossible client is affronted be-
cause he finds that his architect
is unwilling to treat a contractor
like a criminal. He further omits
to consider that the architect has
no power to act illegally in his
interests, and that though an
architect's future depends in a
large measure on being able to
satisfy his client, it depends in a
certain measure on being able to
convince builders that they will
always be treated with fairness
and equity. Convinced of this,
contractors will always be willing
to tender and will quote their
lowest reasonable price. On the
other hand, those architects who
convert themselves, if not actual-
ly black-listed by good con-
tractors, quite unable to obtain
favourable terms for their clients.
In a word, honesty pays in busi-
ness relations—if not in every
case, in the long run.Builders are human and are
not to use a colloquialism, in
business for their health; but on
the other hand it would, we
believe, be very hard to find a
calling the members of which as
a whole reached so high a
standard of conduct, and who
more thoroughly try to do the
best for those who employ them.We all admire the prowess
and courage of a tight-rope
performer, but feel little desire to
essay his task. In the same way
we always feel admiration for
the courage with which builders
as a whole undertake the
manifest risks involved in a
building contract, and we know
that in a very large proportion of
cases they do their work equally
efficiently, whether they find
they have made a good or bad
bargain. The architect who
sacrifices the contractor to the
impossible client may be likened
to the dog who dropped his meat
to snatch at its reflection in the
stream, for he may be sure, do
what he will he will never satisfy
the impossible client, and is
almost always best without his
munificent patronage.

What a difference!

HERE is the tea that
will make you say that.Blended in the Brooke Bond
way which can only be appraised
by tasting the result. Preserved
in perfection by the vacuumised
tin which retains no stagnant
tea-destructive tropical air to
spoil the flavour.A little extra goodness in the
tea; a little extra care in
preserving that goodness. Just
the difference between
ordinary care and extraordinary
care that makes this necessity—
a luxury!BROOKE BOND INDIA LTD.,
P.O. Box 187, Calcutta.
Hong Kong Agent:
ALEX. ROSS & CO.,
Hong Kong.VACUUM
COVER
CUT OPEN
BY USERThe tea that never
contradicts its ad-
vertisements. It is
advertised as good
and when you get it
it is good—thanks
to the vacuum
packing.LEVER LID
FOR DAILY USEWORLD'S FINEST
BABIES.

Why Britain Leads the War

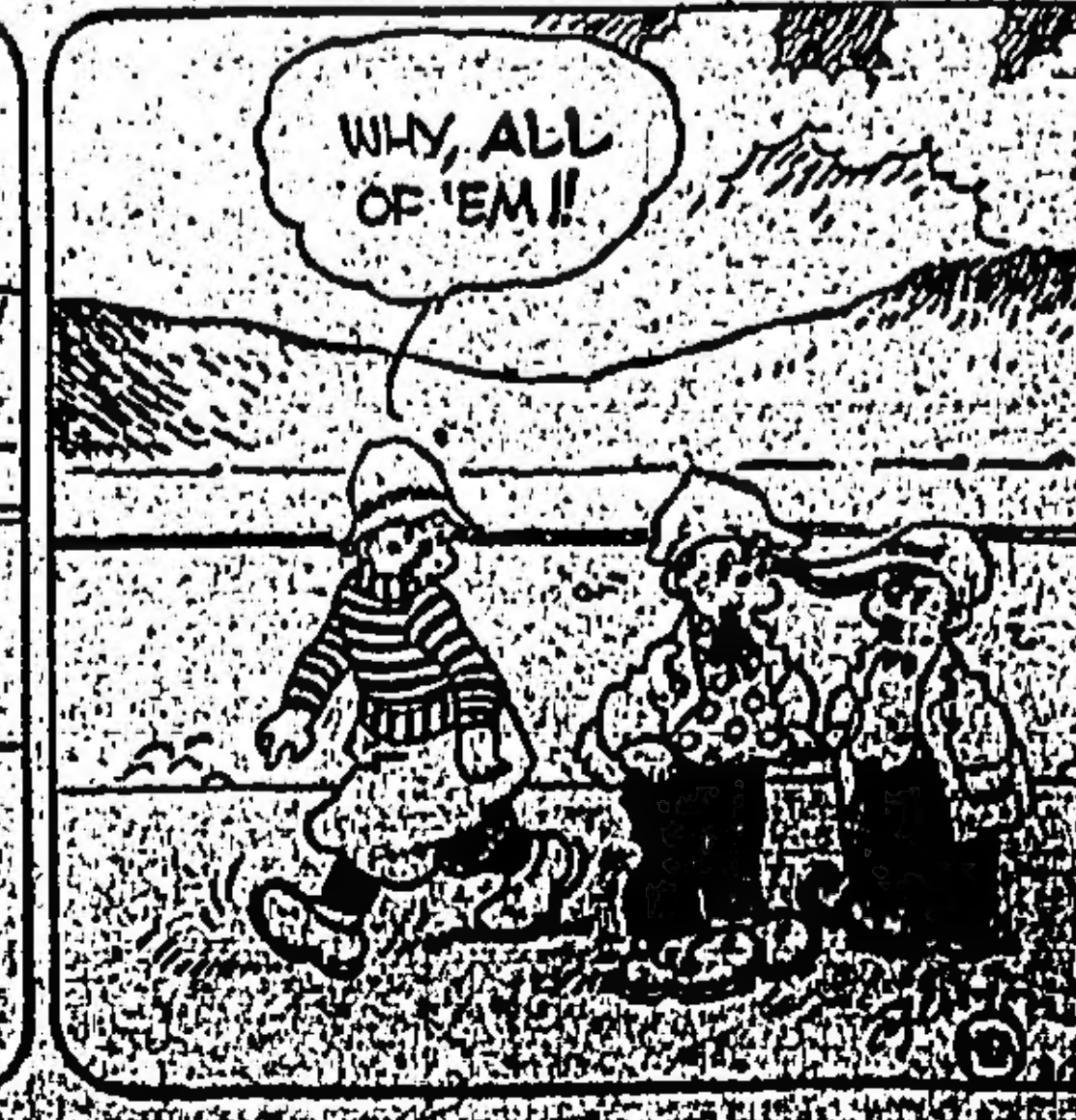
Sir James Cantile, formerly of
Hongkong, presenting the awards
at the annual women's drill, com-
petition at the Northampton
Polytechnic Institute, a month
ago, said that the physique of the
girls of Britain was steadily im-
proving, and that was instanced
by the fact that most of the girls
of the present day grew taller
than their mothers.British babies were the finest
specimens of humanity born into
the world. That was due to the
magnificent strain handed
down by their mothers and grand-
mothers. Exercises should be
continued, irrespective of age.
The usual happening was that
after a certain age people sat
down and took to other interest
in exercise, with the result that
they grew big where they should
not be big and became lazy,
instead of active.Sir James referred to a club
which he started for elderly ladies,
and said it had done a lot of good
work, although it had lost him a

MANY A GOOD DINNER

Is wasted on a poor appetite;
There's no need to waste yours,
for if you eat poorly, feel bilious,
liverish, headachy, "blue," Pin-
kettes are perfection to set matters
right.Try Pinkettes to-night, you'll
feel better in the morning. They
also purify the breath, the skin,
relieve Piles; by keeping you well.
Of chemists, or post free, 60
cents the vial, from Dr. Williams'
Medicine Co., 60 Kingston Road,
Shanghai.large number of patients. The
class had been running for three
years, and would be running in
three hundred years' time.He mentioned that the Hon.
John Collier, at the age of seventy-
six, was still actively carrying
out his "physical jinks." He
recalled that when visiting a
manor in the north of Scotland
he was surprised to hear a num-
ber of noises overhead, and he
asked his hostess the cause of it.
He was told that it was the
husband taking his physical ex-
ercise, and upon asking, his age
was told that it was ninety-one.For
Your
Baby.

In 3 lb., 1 lb. & 4 lb. Tins

FRECKLES AND HIS FRIENDS



Willie Can't Be Caught

BY BLOSSER

E
WHISKY
THE OLD FAVOURITE.
SUPERFINE QUALITY
GENUINE AGE
and
PERFECT BLENDING
Matured and bottled
in
SCOTLAND
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WINE & SPIRIT MERCHANTS.
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"VICTOR"
RECORDS
TO-DAY
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Sole Distributors.

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item on the Breakfast Menu is HAM—
either grilled or boiled and served
cold—BUT it must be of the Finest
Quality—namely:—

ENGLISH YORK-CUT
HAM
IT IS THE FIRST
AND LAST WORD IN
Quality.

Price per whole . . . \$1.00 per lb.
" half . . . \$1.10 "

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A marvel of compactness
Fits in a case 4" high
Has Standard Keyboard
No shifting for figures.

MUSTARD & CO.

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Tel. C. 1186.

BIRTHS.

ARNOLD. On 9th April, the wife of Mr. G. H. Arnold, 4, Bay View, Chatham Road, Kowloon, of a son.

MEDINA. On the 8th instant, at the Maternity Hospital, to Mr. and Mrs. F. J. Medina a daughter. (Shanghai papers please copy.)

MARRIAGE.

MOORE-BENSON. On April 3, at Shanghai, Dr. W. B. A. Moore, Government Medical Officer, Kowloon, Hongkong, to Helen Margaret Benson, daughter of C. Benson, Lynce Regis, Dorset, late I.C.S. Madras.

The Telegraph.

HONGKONG, 9th April, 1924.

THE VOLUNTEERS.

There were nearly 230 Volunteers on parade last Monday, and they presented a fine appearance. We know that they are a useful body of men, fit to play an important part in the defence of the Colony if called upon at any time. There is, in fact, only one thing about the local Defence Corps that calls for criticism—and that is its comparatively small numbers. This requires a remedy, and we gather that nobody quite knows what that should be. The total strength of the Corps is just over 300, of whom some 30 are away on leave. With the "wastage" that a changing European population entails, it is natural that the personnel of a Volunteer body should have constant inroads made upon it; so the fact that there are a few extra members of the Corps than there were last year, owing to the inclusion of much fresh blood (which has more than made up for losses) may be creditable. Ourselves, we fail to see why there should not be twice the number, for the eligible men to draw upon certainly exist. The problem resolves itself into how to rope them in—not, of course, that we suggest coercion of any kind, for a Volunteer is essentially a person who joins of his own free will and inclination. The need for more men is so ably set forth in the speech made by H.E. the General Officer Commanding at Monday's review, that there is no need for us to stress the point further. Before proceeding to discuss the question of paucity of numbers, let us see how the units stand and what they are doing to justify the attempt to increase their personnel. We are enabled, through the courtesy of Volunteer Headquarters, to give some interesting statistics.

One question that sometimes crops up is, what type of man joins the Defence Corps? The obvious answer is, the type of

man who, if he be physically fit, realises his duty to himself and the community; and this applies to all callings. A study of the professional calling of the local Volunteers gives the following results:—Merchant 44 per cent., utility services 7½ per cent., professions 8½ per cent., dockyards and Government service each 20 per cent. This proportion is practically equivalent to the personnel of the various callings, so it may be concluded that every section is equally enthusiastic over joining up, or the reverse. The percentages of the numbers in each unit, in relation to the total strength, are:—Pipe band 5, artillery 5, engineers 17, machine-guns 7, mounted infantry 15, non-Scottish infantry 9, Scottish 19, and reserves 23. There have been gains in all but the artillery and infantry.

When we pass to the question of why more men do not join the Corps, the first suggestion might be that the work is not considered sufficiently serious or interesting, but this is not borne out by the records. There has been a camp under canvas in the New Territories, where there was reconnaissance work and field firing, in which some fine performances were put up, especially by the machine-gunners. The artillery section fired a very creditable series from the 4.5 inch howitzers at the R. A. practice camp at Pingshan. The mounted section put in two very instructive field days in the neighbourhood of Aberdeen and Wong-Nei Chong Gap. The engineers have had a week-end camp at Stonecutters, and a great deal of work at Belchers Fort on the defence electric search lights, and are to be reorganised next season into field, signalling and lights sections. The machine-gunners have had an interesting field day of their own in the New Territories; and the infantry and reserve platoons have had much useful rifle and Lewis gun practice. The opening of the miniature range at Headquarters has afforded additional opportunity for practice, and the Hongkong Volunteer Defence Corps has come to the top of the Rifle League table, and brings the shield back to its accustomed position in the officers' mess. Dinners, concerts and competitions have throughout the training season helped to maintain interest in the Corps and foster a true spirit of comradeship.

It is obvious that there is nothing the matter with the training scheme, and the real cause of small numbers must be sought for elsewhere. The only other explanation is apathy among eligible men—possibly in some cases owing to employers being also apathetic—so that the matter of "being prepared" is allowed to slide, and even the social and recreational advantages of the Volunteer movement are lost sight of. We trust that the General's words will be carefully read by all concerned, and as a small advance has been made in the season just concluded we might not perhaps be guilty of undue optimism in hoping that the tale will be a very much brighter one this time next year.

A Kowloon Matter.

The disinclination of the Government to provide some distinguishing signal whereby Kowloon residents may know when, during the typhoon season, the public ferries have stopped running does strike us as displaying a rather unsympathetic attitude. After all, it is distinctly uncomfortable, and, in certain circumstances, conceivably dangerous, for folk to venture out of doors and take a long walk or ride to the ferry pier only to discover that there is no possibility of getting across the harbour. In any event,

DAY BY DAY.

A MAN'S PRAISES HAVE VERY MUSICAL AND CHARMING ACCENTS IN THE MOUTH OF ANOTHER, BUT SOUND VERY FLAT AND UNTUNABLE IN HIS OWN.—*Xenophon.*

The master of the Seang Bee reports that a man was drowned during the voyage from Singapore.

Yesterday's health return shows three cases of small-pox and one of cerebro-spinal fever. All were Chinese.

Lieut. Colonel F. G. Fitzgerald, D.S.O., R.A.M.C., has proceeded to North China on a tour of inspection.

A Chinese steamer passenger named Tai Tong-man died of acute tuberculosis on the Tyndarus on March 31st.

Second Lieut. G. P. G. Cortland Andrews, of the 24th Bombay Grenadiers, has been taken on the strength of the China Command.

The silk forwarded from here by the Empress of Asia on 13th March arrived in the New York on 5th April, having been 23 days in transit.

Capt. E. A. Hayes-Newington has been appointed officiating Adjutant of the 24th Bombay Grenadiers vice Capt. G. A. Crawford, relieved.

Amongst the passengers who left to-day by the Haruna Maru were Mr. and Mrs. D. J. Purves, Mr. Hazeland, Misses R. and N. Hazeland and Mr. G. P. Curry.

CRICKET.

The following will represent the K.C.C. 2nd XI in their League game with the R.E. at Kowloon on Saturday:—H. Overy (Capt), A. O. Brown, A. R. F. Raven, U. B. Raven, E. J. Edwards, W. L. Wessier, J. Fraser, A. J. Kow, S. Petheram, E. Savage and J. C. Long.

The matter could be so easily arranged. All that the K. R. A. has asked for is that some signal be hoisted on the Observatory mast, which could not possibly be confused with the ordinary weather or typhoon signals. This could well be done by causing to be displayed the same signals which the Ferry Company itself uses—a red flag when the ferries are likely to stop and a blue flag when they have actually ceased running. The matter is one which is so easily arranged that we are surprised at the Government's refusal to comply with a request made on behalf of the community generally. There are now hopes that something may be done whereby telephone subscribers may be informed when the ferries have stopped. That will be better than nothing, and will cover quite a number of the residents of the peninsula, but it looks as if those who have no telephones will, during typhoon weather, still have to make the trip to the pier to see what's happening, unless, of course, the Government can be induced to change its mind on the matter.

Traffic Tangle.

There is another matter mentioned in the K.R.A.'s monthly report which is deserving of a word or two. We refer to the traffic problem. Whilst we are not going so far as to say that traffic control on the peninsula is all that it might be, there can be little doubt that much confusion is caused by much confusion walking in the middle of the roads, even where pavements are available. This is a habit which needs to be discouraged, and as vehicular traffic becomes more intense, as it is bound to do as time goes on, it will be found increasingly necessary to keep folk to the sidewalks. In a matter such as this, the police have a right to expect co-operation from the public. They do not always get it, with the result that many of our traffic tangles can be traced to this thoughtlessness on the part of pedestrians. It is now up to the latter to show the authorities that they are willing to do their part in helping to solve this problem, which grows more complex every day. This they can best do by following the advice given—keep to the pavements where they are available.

DETECTING HONGKONG'S CRIMINALS.

FINGERPRINTS AND PHOTOGRAPHY.

["TELEGRAPH" SPECIAL.]

The detection of criminals by means of their finger-prints forms a very fascinating subject of study for the layman. The writer has just been shown over the new Department of Photography which has been recently established as an adjunct to the Detective Office at the Hongkong Police Headquarters and was given a very interesting demonstration of the work in process. Every day, it seems, there are numerous prisoners whose finger impressions are left behind in the Records Office before they enter the recesses of the adjoining Victoria Gaol. The number of such prints now taken reaches the tremendous total of some 60,000. The work of classification and assembling of these records is a process which requires the minutest care, but when once that is achieved it is a fairly easy duty for the finger-prints expert to look up the vast array of files and lay his hands right on the required sheet.

PECULIAR FORMATIONS.

How the classification is made appears to be simple enough when explained with the aid of lantern slides. A number of these having been prepared by Cr. Sergeant E. Vincent, the technical officer in charge of the newly-established Photographic Department, some interesting facts about the skin of human beings were made plain under the light cast by the powerful lens of the apparatus. One peculiar formation of the ridges of the skins of the thumbs and fingers is a whorl, another is a loop, a third is a tented arch, whilst yet a fourth has those peculiarities duplicated and is called the double-loop. Then there is the broad tented arch, and other features which conveniently come under the term of accidentals. All appears to be very clear, so far. But what about the millions of criminals whose finger impressions now lie in the Records Office of the Criminal Department of the world? How is it possible to identify each and every one of them and bring the damaging evidence left by a solitary finger-mark against a "old-timer" suspected of having participated in a fresh crime? Why, very simple again, if you have the patience to count the number of ridges of the skin and learn to speak on them in technical terms, as did Cr. Sergeant Vincent. The method followed by him and every other fingerprint expert is to classify impressions into the "groups" mentioned above, of which there are eight; then to sub-divide these groups again into sections which are arrived at by counting the ridges, or following the formation of the loops, from the central "core." It is an accepted fact that no two finger prints are exactly alike, but by means of this classification, which has been arrived at after a careful study of the ridges peculiar to the formation of the skin, there is very little that has not been achieved in bringing this very useful branch of criminology up to a state of wonderful accuracy. Photographs of the various types decorate the walls of the Police Studio, and pointing to one, the Captain Superintendent remarked, "That impression is left by a gentleman who messed about with window panes."

A VALUABLE FOOTPRINT.

Photographs of finer impressions made on the actual scene of the crime can apparently be taken under any conditions although the degree of difficulty may vary. According to Mr. Vincent, it is possible to take the impressions left by a finger or toe on the dust, but it is rarely that the criminal is so obliging to a much harassed sleuth as was one of the prisoners who escaped in the famous gaol-break of a few years ago. In this affair, which may still be fresh in the minds of many, four convicts made their escape from the gaol after killing Warden Speed. Blood from the wound of the dead man covered the floor, and one of the convicts stepped on it. He next stepped on to a piece of paper and the print of his foot came out clearly outlined in blood on the paper. The evidence thus furnished was of invaluable aid in proving the guilt of the man when caught, and, together with the three others, he paid the extreme penalty for this crime.

THE NEW DEPARTMENT.

With the increase in local crime, the work entailed on the

LATE MR. SIN TAK-FAN.

HIS EARLY CAREER.

The late Mr. Sin Tak-fan, whose death we recorded yesterday, was born in Hongkong and was educated at the Government Central School (now Queen's College) under Dr. Frederick Stewart, who afterwards became Colonial Secretary. Whilst at school he gained many prizes, including the Smith Prize for Translation. At the age of 17 years, he was appointed Third Assistant Teacher and continued in that capacity until 1878, when he was transferred to the Registrar General's Department as Fourth Clerk. After holding that office for a few months, he was promoted First Chinese Clerk and Interpreter. It was in 1880 that he left Government service, joining the firm of Messrs. Stephens and Holmes, solicitors, as chief clerk and interpreter. In 1882, he joined the late Mr. Cressy Ewins as managing clerk and later filled that post for the firm which we mentioned in our account of yesterday. Besides the offices previously referred to, the late Mr. Sin Tak-fan had been on the Committees of the Chinese Chamber of Commerce and the Po Loung Kuk.

MANILA BOYCOTT.

A FILIPINO DENIAL.

We have received the following from Mr. Carlos T. Viniegra, Assistant Secretary of the Third Independence Mission to America:—

"In one of your issues of last week there appeared a story to the effect that at present there is a general boycott of American goods in the Philippines by Filipinos and that President Quezon of the Senate initiated the movement by getting rid of all his motor cars. Last it may cause a serious misunderstanding, let me tell you that said story is absolutely false. American imperialists are undoubtedly the authors of such a gigantic lie, and it can be considered as one of the numerous false and malicious reports calculated to discredit our campaign for freedom.

"We do not resort to such tactics in order to get our independence. We love America and we love American goods. No sane Filipino would ever attempt to organize such a movement.

"What we are doing now is constantly reminding America of her promise yet unfulfilled. She promised us our liberty under a certain condition. We have fulfilled that condition. She is now morally obliged to fulfil her part in the contract. We want to warn her against too much delay in granting freedom, because God himself may take a hand, as He had done with others, and give us liberty in His own inimitable way.

"The burning question now before humanity's tribunal is: Will America be deaf to our pleas? Will America, the attorney for the defence of small and weak nations, be the prosecutor for the martyrdom of her own colony, the Philippines? Will America, the liberator of Cuba, be the oppressor of our Philippines? That is one of the greatest questions now under heaven."

[The report referred to did not appear in the *Telegraph*.—Ed. H.K.T.]

Fingerprints officer has been very heavy. On an average, thirty-five new prints are taken a day, and the number has increased to 5,000 last year. The photographic Department has come into existence as the result of a desire on the part of the Hongkong Force to bring its work up-to-date. Mr. Vincent, who went Home last year, took up the study of criminal photography at New Scotland Yard, and the establishment of the studio has come about as a consequence of that visit.

A large photographic apparatus for printing, developing and enlarging has been installed, together with a dark room, and it is possible now for the staff of the Criminal Investigation Department to take pictures of the actual scene of crimes and prepare the clues provided by finger and other impressions within a very few hours. A formidable array of rotors, containing chemicals is displayed within the studio and a thoroughly modern and complete apparatus prevails within the premises.

"PARTED CURTAINS."**ABSORBING CORONET PICTURE.**

Human interest is the keynote of the Coronet Theatre's feature attraction this evening—human interest with romance, humour, pathos and adventure skillfully admixed. "Parted Curtains" comes from the Warner Brothers studio and that fact alone, bespeaks its quality. With the acting in the hands of a capable cast, led by Henry B. Walthall and Mary Alden, little further warranty is required, except to mention that the story is most engrossing. Indeed it might have delighted that supreme master O. Henry, for it has all the appeal and glamour of real life. To tell it in detail here would be to anticipate the pleasure of hundreds who will see it during the next few days, but mention may be made that the central figure is a young man who, having served seven years' goal to shield a friend and is now striving to start life anew. Dramatic events follow his attempt to hold up a wealthy artist with a toy pistol after hunger has reduced him to desperation, and the romance which then begins is one of love, treachery and sacrifice, with here a dash of humour and there a spice of excitement. Eventually everything comes right, of course, and the spectator's enjoyment of an absorbing story is thus neatly capped. "Parted Curtains" is a picture that is bound to have a wide appeal, owing to its many sterling qualities.

MOTOR BUS ACCIDENTS.**FOUR DRIVERS CHARGED.**

The two bus drivers who were concerned in the fatal crash on Sunday at Pingshan have appeared before the Magistrate, charged with manslaughter, in consequence of the death of three of the victims. They were remanded for a week by Mr. R. E. Lindell.

Another bus-driver also came before his Worship on a charge of failing to report an accident in which his bus overturned whilst rounding a corner at Tsunwan. A second count was of stealing the bus' takings, amounting to \$2.10.

A motor car driver who is alleged to have been driving the bus without permission prior to the accident also figured in the charge of failing to report. A second charge preferred against this man was that of driving the vehicle without permission of the owners. As in the preceding case, both men were also remanded, Mr. Wadson appearing for the prosecution.

OVERLAPPING.**GOVERNMENT DEPARTMENT PUZZLE.**

Mr. C. A. S. Russ appeared before Mr. E. W. Hamilton, at the Police Court this morning, in connection with certain Sanitary Department summonses against his clients. He said that according to the Ordinance the Sanitary Department had no right to send the notices, as the matter did not come within its province.

Mr. Hamilton replied that Mr. Russ should not be too sure in his contention, as he himself had never discovered where the Sanitary Department ended and where the Building Authority began.

After further argument as to the legality of the summonses, his Worship adjourned the hearing.

"TAI LEE" DISCOVERY.**DUPLICATE KEYS OF GRILL LOCKS.**

We are informed by the authorities that a complete set of newly-made brass keys fitting all the grill locks of a.s. Tai Lee was discovered yesterday, on a foki in the employ of the compradore of that ship.

Owing to the frequent changes of officers it is impossible to prosecute, but this is said, furnishes an illuminating example of the uselessness of any form of control when such things are allowed to happen.

The ship will not be allowed to sail until all the locks have been replaced.

FATAL HARBOUR MISHAP.**SMALL BOAT SMASHED BY STEAMER'S PROPELLER.**

The danger of small boats following too closely behind ocean-going ships when the latter are making a buoy or the wharf was illustrated in tragic manner this morning, when a small fishing boat, in which was a husband and wife, was drawn into a ship's propeller and completely smashed, with the result that the woman was killed.

Just before nine o'clock this morning, the s.s. Oostkork, a Dutch steamer in from Manila, was making the No. 2 pier of the Kowloon Wharf and Godown Company. A number of small boats were in the vicinity of the ship, one of them being close to the stern of the vessel. When the propeller was suddenly set going astern, the small boat was sucked in towards it and before anything could be done had become inextricably involved. The man, apparently managed to jump clear, but the woman must have been struck by the propeller, for she was decapitated and otherwise badly cut about. Death must have been instantaneous. Other small boats in the neighbourhood went to the man's assistance and he was rescued. The woman's dead body was later recovered.

A JUNK SUNK.

At about two o'clock this morning, whilst at the Western Anchorage a cargo junk, was run down by a launch. The boat was very badly holed and sank, but not before all the occupants had been taken off.

SOUTH AFRICA AND THE PRINCE.**Nationalist Leader's Statement.**

Capetown, April 8. In the Assembly, the Nationalist leader Herzog said he hoped the announcement of the postponement of the Prince of Wales visit was not equivalent to saying the Prince should not come at all (cheers). He hoped he was voicing the feelings of all sections when he said if the Prince visited South Africa in the future he would be greeted with respect and warmth worthy of his high position, and of the South African people. (Cheers.)

Gen. Smuts, replying, said the Prince was assured of a very royal welcome by every shade of opinion. It was only the proprieties of the case that induced the Government to advise him to postpone his trip during the election turmoil, and it was hoped the invitation would be renewed when the elections were over. *Reuter.*

GREEK KING'S PROTEST.**Rights and Duties of Royalty.**

Bucharest, April 8. In an impassioned despatch to the Greek people, the exiled King George demands to be restored to the Monarchy. He declares the violent suppression of the principles on which the State is founded impels him to protest against the iniquity committed against the nation and demand the free exercise of the rights and duties of royalty laid down in the Constitution. *Reuter.*

NEW ITALIAN CHAMBER.**Big Government Gain.**

Rome, April 8. The new Italian Chamber consists of a Government party of 375 against 160 representing eleven other parties.

The Popular Party are now forty, and have lost sixty-six seats; the Democratic Socialists are now twenty-five, having lost fifty-seven. *Reuter.*

SENTENCE ON DIAMOND MERCHANT.

At the Central Criminal Court, before Mr. Justice Shearman, Samuel Henry Harris, 51, a diamond merchant, of Hatton Garden, who pleaded "Guilty" on Friday to a charge of making false statements in returns relating to income-tax, surrendered to receive judgment. Mr. Justice Shearman sentenced the defendant to six months' imprisonment in the second division and a fine of £5,000, and ordered him to pay the costs of the prosecution.

FIFTY YEAR OLD DISPUTE.**Vast Pile of Unpaid Bills.**

A fifty-year-old dispute between the Post Office and the South-Western Railway, which includes accounts unpaid for half a century, and an accumulation of opinions by Law Officers of the Crown over the same period, came up recently before Mr. Justice Bailhache, who reserved judgment.

The Attorney-General (Sir Patrick Hastings, K.C.), said it all turned on whether, under an agreement dated 1876, the Postmaster-General was entitled to have telegraph stores carried free. The railway said that right was limited; the Postmaster-General said it was not.

For all these years the Crown had sent its telegraphic apparatus over the system, and the railway company had sent in a claim, which Crown had refused to pay. It was thought that the time had arrived when it should be ascertained who was right and who was wrong. The sum involved was about £200 a year.

His Lordship: There appears to be 50 years' arrears. The Attorney-General: It may be so. There are also about 50 years of opinions of law officers on the matter. (Laughter.)

His Lordship: Can you give me a selection of them—of course, the ones which most favour your argument? (Laughter.)

The Attorney-General: I could give you them all, and they are of almost historical interest because of the names they are associated with.

His Lordship: You might let me see them, after I have given my judgment—I say after. (Laughter.)

The Attorney-General: And my learned friend, Sir John Simon K. C. (on the other side) enters the Court with a free conscience. He has not advised, so far as I know.

Sir John Simon having argued the case for the railway company, his Lordship said he would consider his decision.

Mr. Justice Bailhache later gave judgment in favour of the railway. He refused a declaration asked for by the Postmaster-General.

"DIE-HARD" HORSE.**Holding "Important Jobs in the City."**

Motors have not in all cases proved their superiority to horse transport.

The efforts being made by the Shire Horse Society at Home to show what the heavier type of horse can do is confirmed by experts outside, who have to make horse-power a paying proposition.

A Press representative was informed by the management of some of London's biggest transport contractors that under present conditions of metropolitan traffic the horse cannot only hold its own, but is a more businesslike investment.

One firm has 2,000 horses working in London, another firm said that they had as many horses hauling for them as they had years ago.

Horses are valuable to the transport firms on what is called the "inner circle" of London—a area which has so many congested points, and which covers a radius of about five miles.

The cab and bus horse is not yet a thing of the past, for the traffic department of Scotland Yard has 400 horse vehicles licensed to-day.

THE NEW MINISTRY.**A Rainy Day Story.**

A pleasant little story, I am told, is going round to show that even Labour Ministers soon involved themselves in point of official etiquette. The other day a question arose which concerned two departments. The Secretary of State for the junior department, a bluff sort of fellow, sent a note to his colleague the Secretary of State for the senior department.

The latter called in his chief secretary and said:

"Look here X has asked me to come round and see him. Ain't he the senior department?"

"Yes, sir."

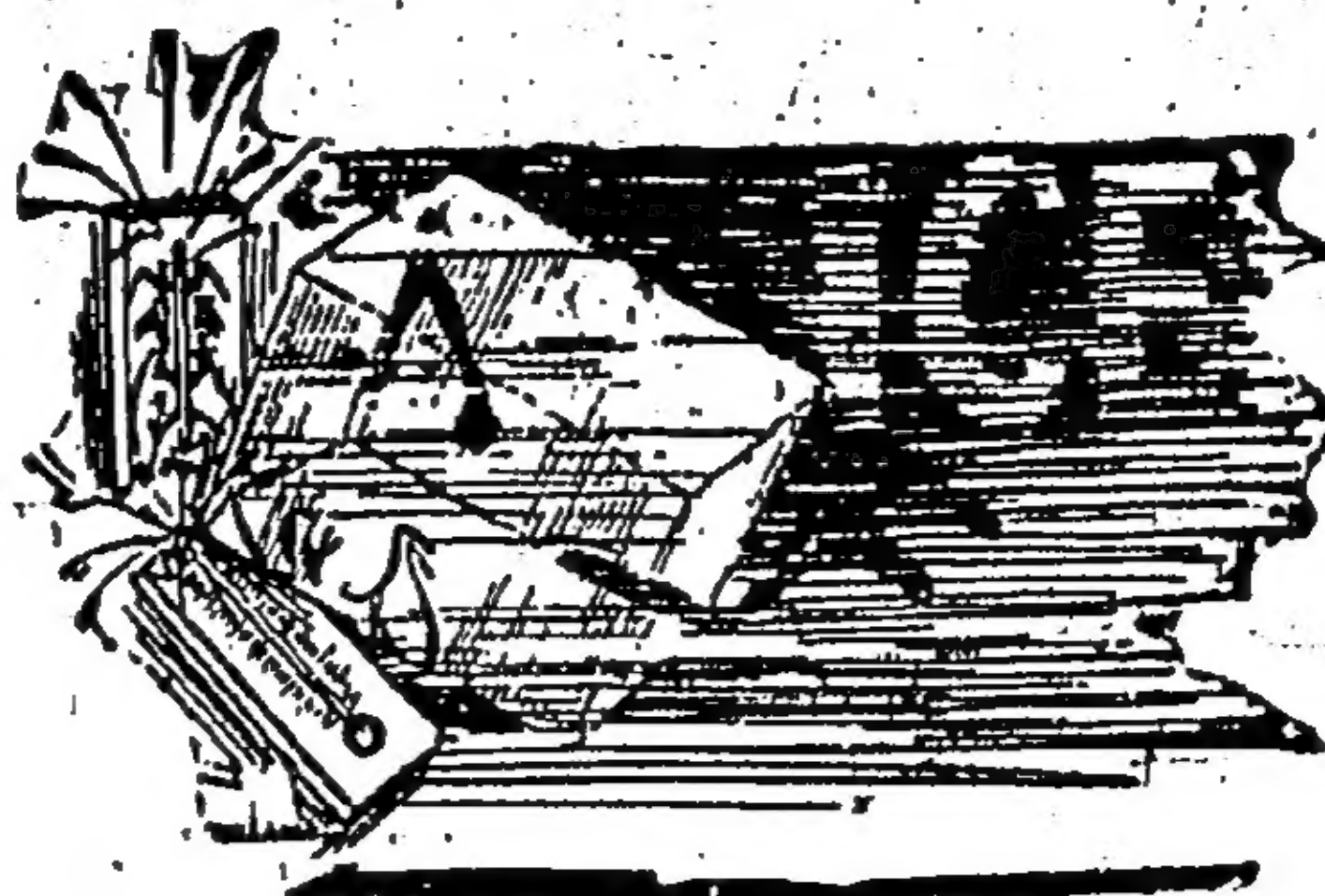
"You're sure?"

"Certainly."

"Then we ought to send for him. What shall we do about it?"

"Well, sir, perhaps this time it would be polite to go and—"

"Righto, you come too. Next time we'll send for him, and by— we'll wait for a rainy day."



Take the "Heit" Out of Fahrenheit.

Spring weather spoils food—

ICE

saves it!

Depend on Ice in all weathers and keeps the Food Bills down.

Pass books on application.

The Dairy Farm Ice & Cold Storage Co., Ltd.

ORPHANS of the STORM

Showed one side of

The French Revolution;

PASSION

Shows another!

TO-DAY'S MISCELLANY.

Dr. Mackail chose "Bentley's Milton" as the subject of his recent Warton lecture to the British Academy. The great scholar's edition of the great poet's poetry, now nearly 200 years old, and is now nearly 200 years old, and is likely to remain one of the curiosities and aberrations of criticism. The idea underlying it was plausible. Milton employed an amanuensis, and the amanuensis made mistakes. Hence an unrivalled opportunity for so adept a corrector as the Master of Trinity, who, in the words, not of his Bishop biographer, but of Jobb, was accustomed to treat manuscripts as if they were they fellows of his college. But in his heart, adds Jobb, when Bentley was correcting the text he knew he was reverting to the author. Every one must be more or less aware, without having seen Bentley's edition, how the conclusion of "Paradise Lost" was freely rewritten by the English Aristarch to suit his own notions of an appropriate epic close.

A marked phase of the London traffic problem is the increased dislike of over-rapid and inconspicuous motorists. In the last few weeks, says the *Times*, several cases have been brought before the Courts which have shown a wanton disregard of the public safety. For example, a man was fined £15 at Marylebone for driving a motor-car in the Outer Circle at Regent's Park at a speed of 52 miles an hour. The magistrate declined to accept the plea that the car was under perfect control. A speed of 50 miles, he said, was dangerous in London, and anyone proved to have travelled at such a rate would meet with no mercy. Some Londoners think fines are mere, and would have the offenders imprisoned without option.

THE NEW MINISTRY.**A Rainy Day Story.**

A pleasant little story, I am told, is going round to show that even Labour Ministers soon involved themselves in point of official etiquette. The other day a question arose which concerned two departments. The Secretary of State for the junior department, a bluff sort of fellow, sent a note to his colleague the Secretary of State for the senior department.

The latter called in his chief secretary and said:

"Look here X has asked me to come round and see him. Ain't he the senior department?"

"Yes, sir."

"You're sure?"

"Certainly."

"Then we ought to send for him. What shall we do about it?"

"Well, sir, perhaps this time it would be polite to go and—"

"Righto, you come too. Next time we'll send for him, and by— we'll wait for a rainy day."

SUNDAY NEXT

AT

THE CORONET

— POOR —

— MEN'S —

— WIVES —

session in Ontario, is collaborating with Mr. Godfrey to that end. The treatment is based on the conclusion that pyorrhea originates in the lining membrane of the tooth socket and is due to unequal pressure of the tooth and that inflammation proceeds the disease. The treatment which is said to have been successfully applied to a score of sufferers, corrects the uneven pressure of the tooth and promotes the growth of new bone where old or diseased.

The average number of vehicles passing Piccadilly-circus in twelve hours was, during last year, estimated at 41,000, which, at an average of three per vehicle (says the "Architects' Journal"), represents 123,000 persons; to this must be added some half-million pedestrians, making a total of about 600,000 persons. If each is delayed an additional thirty seconds, owing to increased traffic congestion and increased difficulty in road crossing, the total time wasted is 5,000 hours per day; at three pence an hour (a low estimate, since at Piccadilly-circus a considerable proportion will be women whose time is of no particular value; at the Mansion House, for example, the figure would be very much higher) this represents a loss of about £20,000 in the weekdays of the year.

Mr. Forbes Godfrey, Ontario Minister of Health, announces an important discovery in the treatment of pyorrhea of the teeth perfected by Dr. Harold Box of Toronto dentist and graduate of the University of Toronto. Mr. Godfrey states that the discovery is comparable in the dental field to that of insulin in medicine. The discoverer, who desires to make the cure free to the pro-

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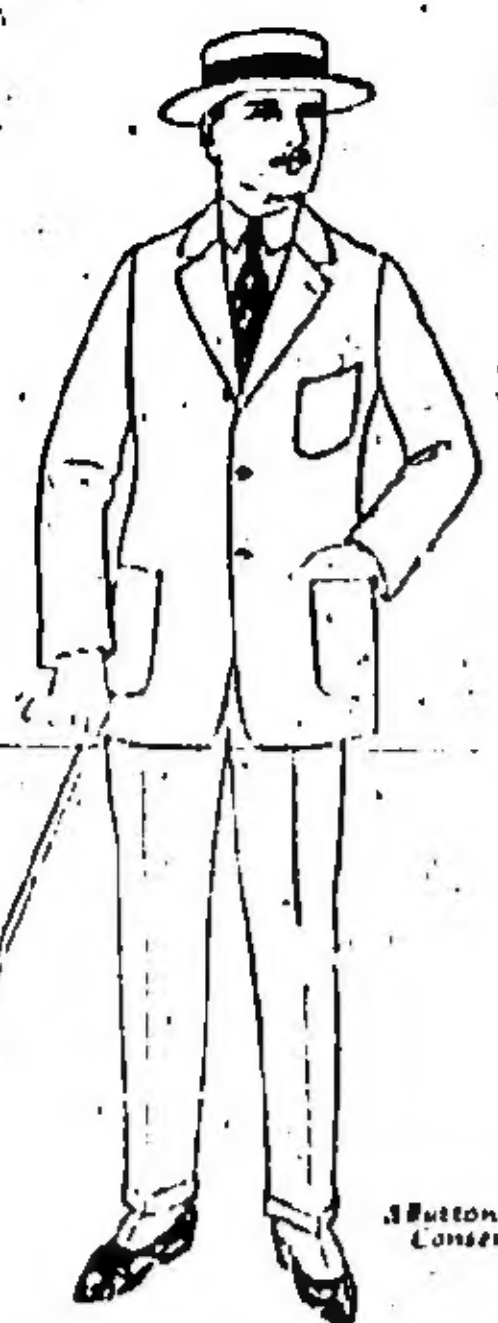
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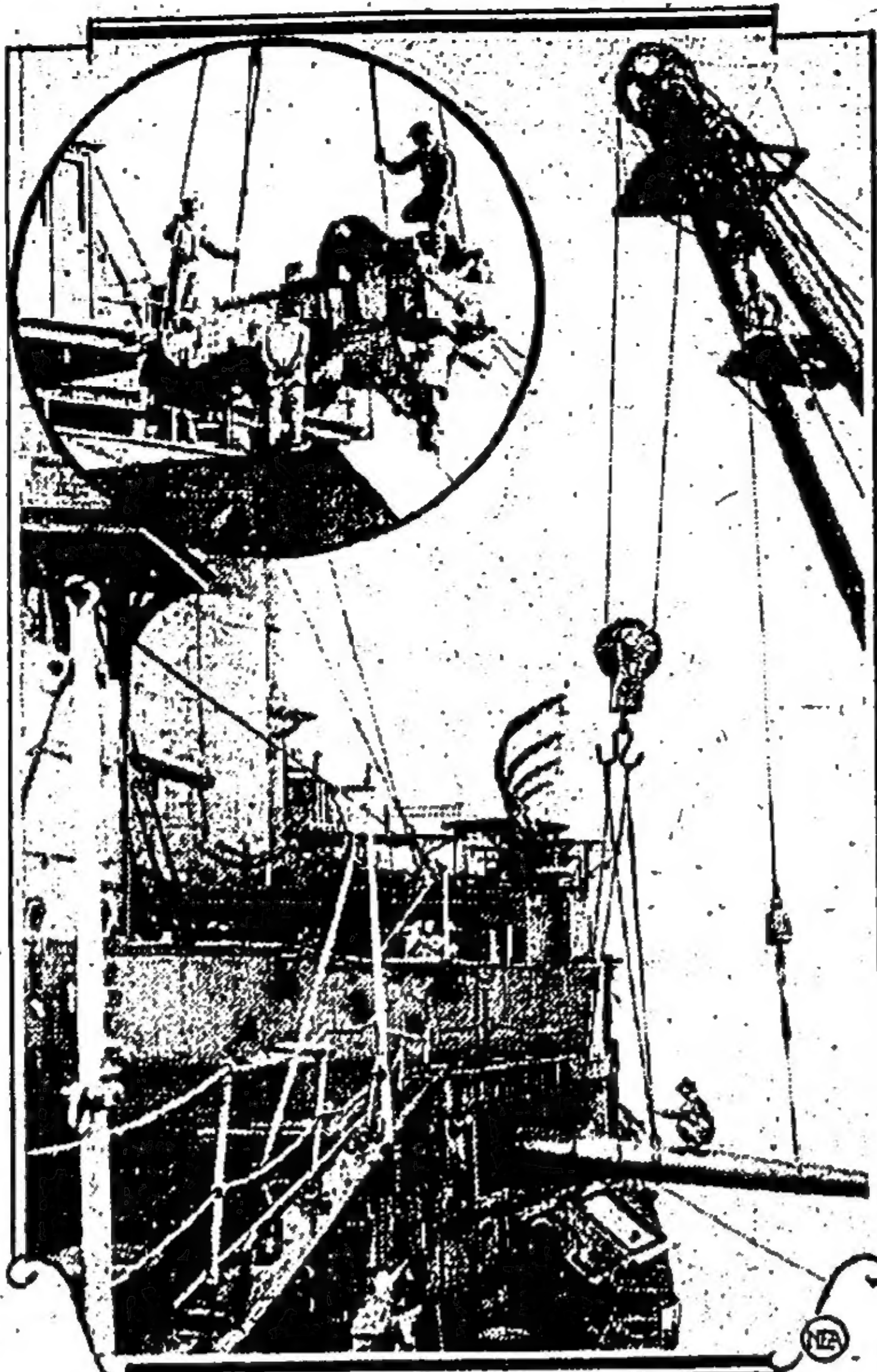
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CAMERA NEWS.



Japan is carrying out its part of the naval treaty drawn up at the Washington disarmament conference. Here workmen and a crane are removing a 15-millimeter gun on the cruiser Shikishima. Inset is a close-up of the dismantling of a gun carrier on the cruiser Kashima.



Here is Aleco Pasha, leader of the Macedonian revolution, for whom a reward of a million francs has been posted.



This is Maxine Brown, honorary colonel of the Sixth Infantry, referred to by the late President Harding as the prettiest girl to visit the White House, regarded by many one of the most graceful dancers in the country.



"Grandpa" is more than 300 years old and still going. He's enjoying life at the Bronx Park Zoo, New York City.



Mrs. R. K. Stevens, who is the only woman police desk sergeant in America. She's on duty in Los Angeles. To her, citizens report everything from stolen rings to mislaid husbands and wives.



Photo shows Mrs. Mae E. Nolan, representative from California, and only woman in Congress this term, snapped on golf links where she likes to play with her daughter, aged 10.



Lieut. Tommy Ryan, U.S.N. who for work done in Tokyo during the September earthquake has just been awarded a Congressional medal.



Investigation of official acts of Mr. Daugherty will be made by the committee shown above. Left to right, Senators Wheeler, Moses, Brookhart (Chairman), Jones and Ashurst.



Mrs. Emily Ashcroft, a member of the Canadian Pacific Steamships, is a Canadian girl who has been a company secretary for the company since 1914. She is a native of Vancouver, British Columbia.

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"THE NEW SPIRIT."

One Man in 15 a Churchgoer.

London has become distinctly pagan under our very eyes, declared the Rev. Thomas Phillips, of Bloomsbury Central Baptist Church, speaking at Norwich.

To a newspaper representative Mr. Phillips made it clear that he used the word in its negative sense—as a nation or community that does not worship the Christian God.

"London puzzles and frightens me," he explained. "But the sentence must be taken with its context. I have no doubt the Kingdom of God is going to win, but a new generation is rising up, and they tell you frankly they have no use for the churches."

"Then there are large firms whose young people attended the churches in goodly proportions before the war, but who now only send their two and threes."

"In some districts not more than 50 per cent. of the children attend Sunday school, while at one time there were as many scholars in them as at the day schools."

Moreover, investigation made recently by the Free Church Federation, in an East London district, showed that only one man in 15 attended church or chapel. "If you look at London from within the church organisation most was the tinkle of the

you are surprised at the devotion and self-sacrifice of large numbers of men and women. But when you take your stand, say, at Oxford-circus, and get an outside view, it seems as if London was turning its back upon church worship and church service."

"In the present Government are three or four Baptists and four or five Methodists but one wonders whether a Labour Government, after 30 years, will have a single member belonging to any church at all."

"It is not atheism or immorality that frightens me; it is the spirit, that was awakened during the war, and which still prevails. Everything was shaken—the family and the church, the Sunday and the home."

Mr. Phillips added: "I am absolutely sure we are going to recover all our lost ground if only the churches will wake up to the need for renewed effort and faithfulness."

TINKLE OF THE COPPERS.

The broadcasting of the North U. F. Church service at Aberdeen on Sunday evening has provoked some of the usual caustic comments at the expense of the Granite City folks. One Sassanach commentator, who heard the service "as far away as London," says what tickled him most was the tinkle of the

"RADIO FOR THE LUNCH HOUR."

To provide wireless entertainment for the thousands of night workers in the London area, a special midday programme is now being radiated three days per week from the London Broadcasting Station.

These programmes are mainly musical and are given on Tuesdays, Thursdays and Fridays. It is hoped that they will help to provide luncheon-hour recreation for many workers in factories. The hours selected—1 p.m. to 2 p.m.—coincide with the luncheon hour of the majority of City workers, and therefore also provide the opportunity for wireless demonstrations at the several stores.

To ascertain how far similar facilities would be appreciated in other areas, the British Broadcasting Company have been making inquiries.

In the Newcastle territory the Northumberland Miners' Federation expressed the belief that a midday transmission would be welcome to the miners, and, acting upon this and other similar information, the Newcastle station will also provide midday programmes at an early date.

coppers when the collection was being taken. He declares that he did not hear the reverberation of a single threepenny bit.

RADIO NOTES AND NEWS.

Broadcasting of Education.

Having succeeded in winning over the American public to the idea of education by radio, colleges and other educational institutions are going a step farther, says a U.S. message.

They are inaugurating a series of courses on various subjects, by which radio students listening in on them will be eligible for examinations entitling them to "points" toward college entrance, teaching or a degree.

It is a sort of compromise between the correspondence school and direct education.

Almost at the beginning of the popular adoption of radio, the New York Board of Education took up this form of teaching. At first it was only experimental. Lectures were broadcast from headquarters to a schoolroom that had a receiving set, while observers watched the effect this had on the children.

That has broadened out until now the Board of Education in New York is broadcasting daily lectures not only to its children but to their parents. Thus, it is hoped, closer co-operation will be maintained between the school and the home.

According to William L. Ettinger, New York superintendent of schools, the programme broadcast through station WJZ between 2 and 2:30 each afternoon will include talks on special phases of education, music lessons, songs, glee clubs, music appreciation, orchestras, recitations in reading English, history, civics, geography, arithmetic, nature study, science, spelling lessons and exercises for special holidays.

Hereafter, mother will be in a position to discuss daughter's lessons with her intelligently.

But this is only for the development of elementary education. From various colleges throughout the country come lectures for the benefit of those intending to enter such institutions and needing only a few more points to qualify.

To help these especially, such institutions as Columbia University, New York University and others are offering courses by radio, after which examination may be taken to qualify for entrance.

New York University broadcasts a regular daily programme through station WJZ, including such courses as municipal affairs, history, philosophy, social economy and systematic psychology. Weekly, on the same day, each topic is continued through a "semester" after which the radio students may take examinations entitling them to a certain number of points toward entrance or a degree.

Revenue for the broadcasting of this educational series is obtained from those taking the examinations, at a certain sum a point, when a course on Browning was broadcast from Columbia University, anyone could benefit by it without charge.

But to get full profit from the course, a student would have to buy a syllabus. That would bring in some revenue, and more would come in from those desiring to take the examinations at the end of the series of lectures.

SIMPLE GADGETS.

Our special service correspondent, Rodger Dolan, writes: "In the last month I've heard the latest in radio—neutrodynes and super-hets and all the other hifalutin acs. It strikes me that radio is becoming too perfected and certain for real enjoyment."

"My set is antiquated, a stagecoach. I've tinkered with it and changed it so much that I don't think the best radio engineer living could tell me what sort of a set I have. But I wouldn't trade this old stagecoach for all the super-sets in the universe."

"A lot of people prefer the sets where, by logging and adjusting dials at certain numbers, they can get any station they want, at almost any time, without a lot of preliminary tuning. That pleases them, maybe because it makes them feel they have mastered the mystery of the air."

"But not for me! I prefer my old set that makes me do a lot of fishing to get anything at all. I enjoy the thrill of victory when delicate adjustments finally bring in a clear concert. And there's another thrill, of suspense, waiting for the song or orchestra to subside and then the revelation of whether the unknown station is across the continent or over in the next country."

Radio has two classes of followers—masters and fahers.

mon. One gets the sense of power and dominion that comes with exact, certain results. The other is a gambler, subject to the laws of chance, as surely as the angler casting a fly or plug into unknown waters.

Fishing would be a dull pastime if we got a strike every time we tossed a baited line into the river or lake. There's no fishing thrill like the strike that comes after hours without any results at all. What sportsman wants to know, in advance, the size of fish he has hooked? Land him first, then learn.

Often all of us wish he could know the future—read the mysterious veil and learn what's in store for us. But how drab and unexciting life would be if the future were not unknown, uncertain and mysterious in its possibilities!

Providence is kindly to us in veiling the future. There's an adventurous thrill and alluring element of gambling when we plod ahead into the unknown.

BROADCASTERS, CARRY ON! Unnecessary alarm has been caused (writes a correspondent in a Home paper) by the proposed erection of a 25 k.w. super-broadcasting station.

Manufacturers of wireless sets fear that the announcement concerning this new station may have the effect of prejudicing the sale of apparatus only designed to cover the broadcast band of wave lengths at present in use, and prospective buyers of wire-

RADIO BRIDE.



The minister had just arrived and the bride's father tuned in on the wedding march a Cleveland broadcasting station was sending out. Then the nuptial knot was was tied for Warren L. Ensign and wife (shown above). But when the bride was about to say she would obey, the static overwhelmed her reply. So maybe, she'll be boss of the Ensign household after all.

less sets fear that these may become obsolete.

This anxiety is groundless, and there is no need to refrain from buying a wireless set at once, even if its wave length range does not extend to 1,600 metres.

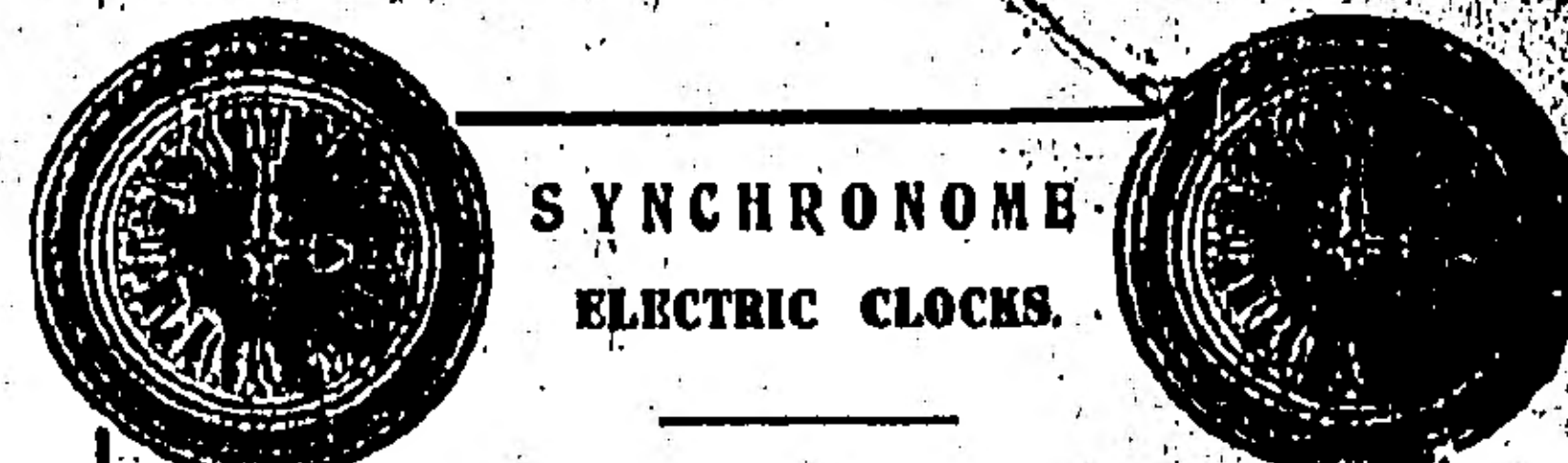
When the new station begins broadcasting on 1,600 metres, sets designed for wave lengths not exceeding 490 metres or thereabouts can very easily be altered to meet the increased wave length.

In the case of crystal sets a 3s. 6d. condenser across the aerial and earth terminals will prove effective; in the case of valve sets, the increased wave length can be obtained as well, and details for the alteration will be found in the wireless publications.

Further, 2LO will continue to broadcast as usual on its present wave length.

It is anticipated that the new station would have the effect of increasing the numbers of listeners-in by at least 200,000. The Marconi station at Chelmsford will probably be used for experimental tests in the near future, to determine whether a 25 k.w. broadcasting station would cause serious interference or not.

BROADCAST LESSONS. Glasgow Education Authority, in co-operation with the Broadcasting Company, have formulated a scheme for the use of broadcasting in education. Lectures will be transmitted from Glasgow station and received on the wireless apparatus in the schools.



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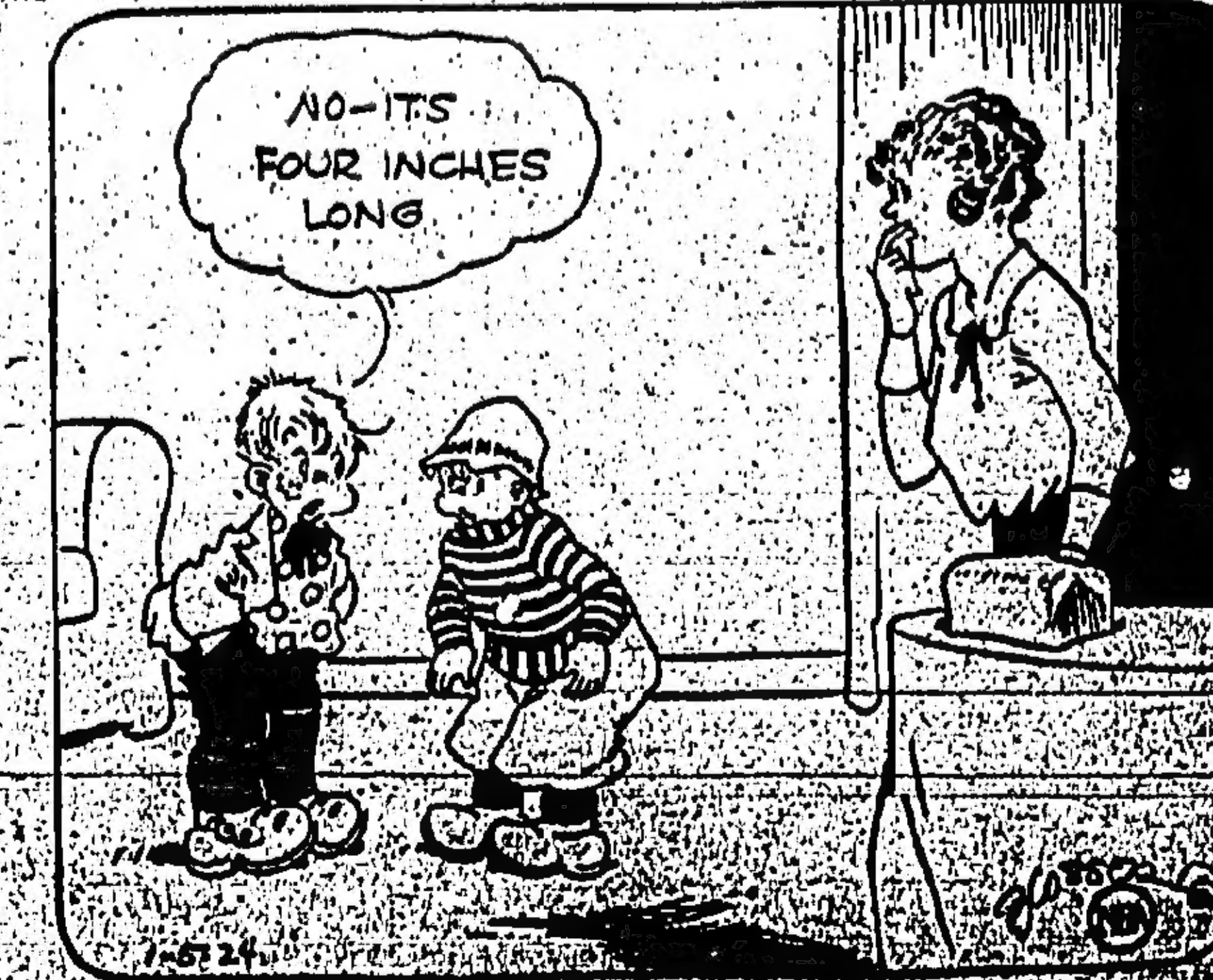
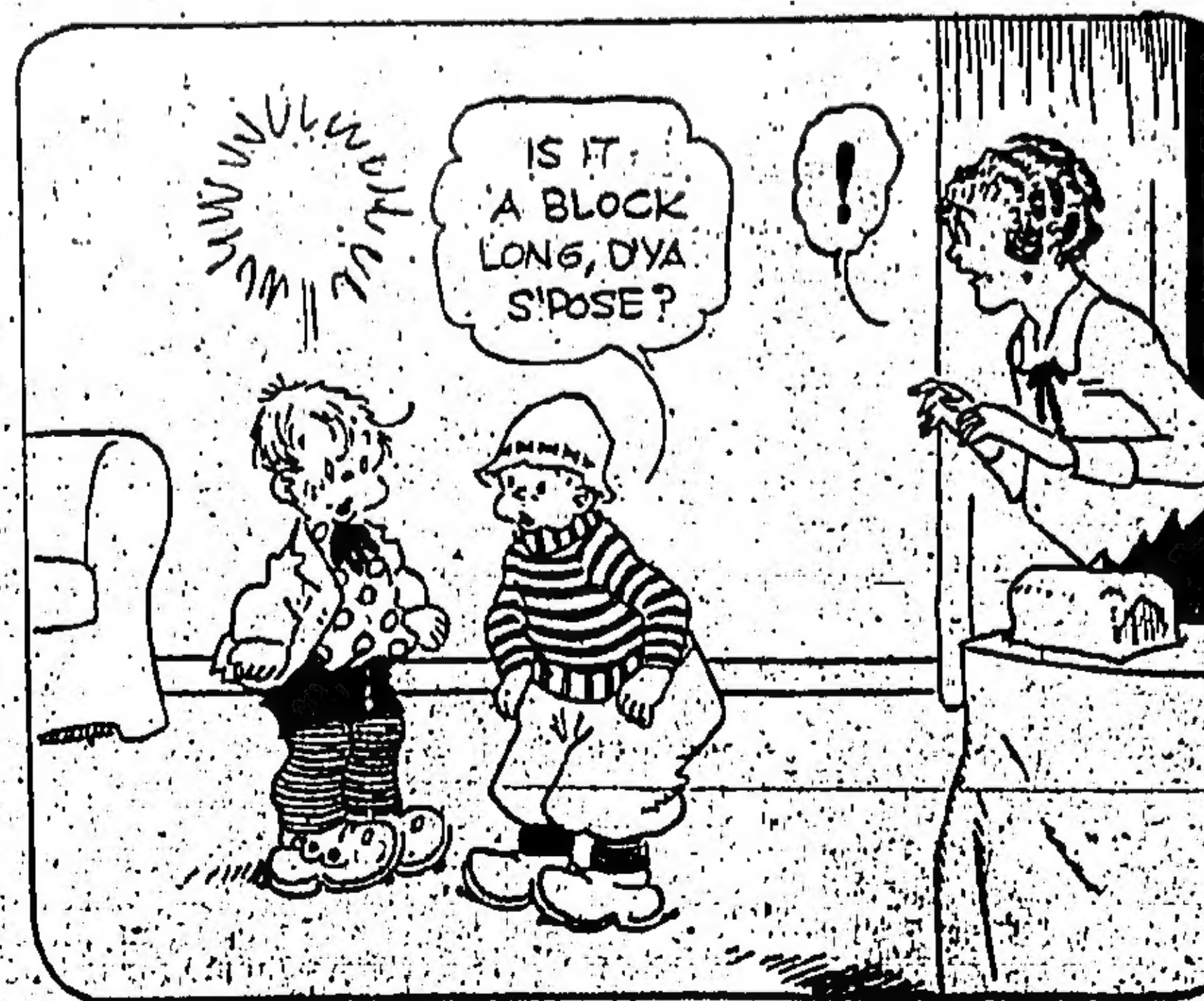
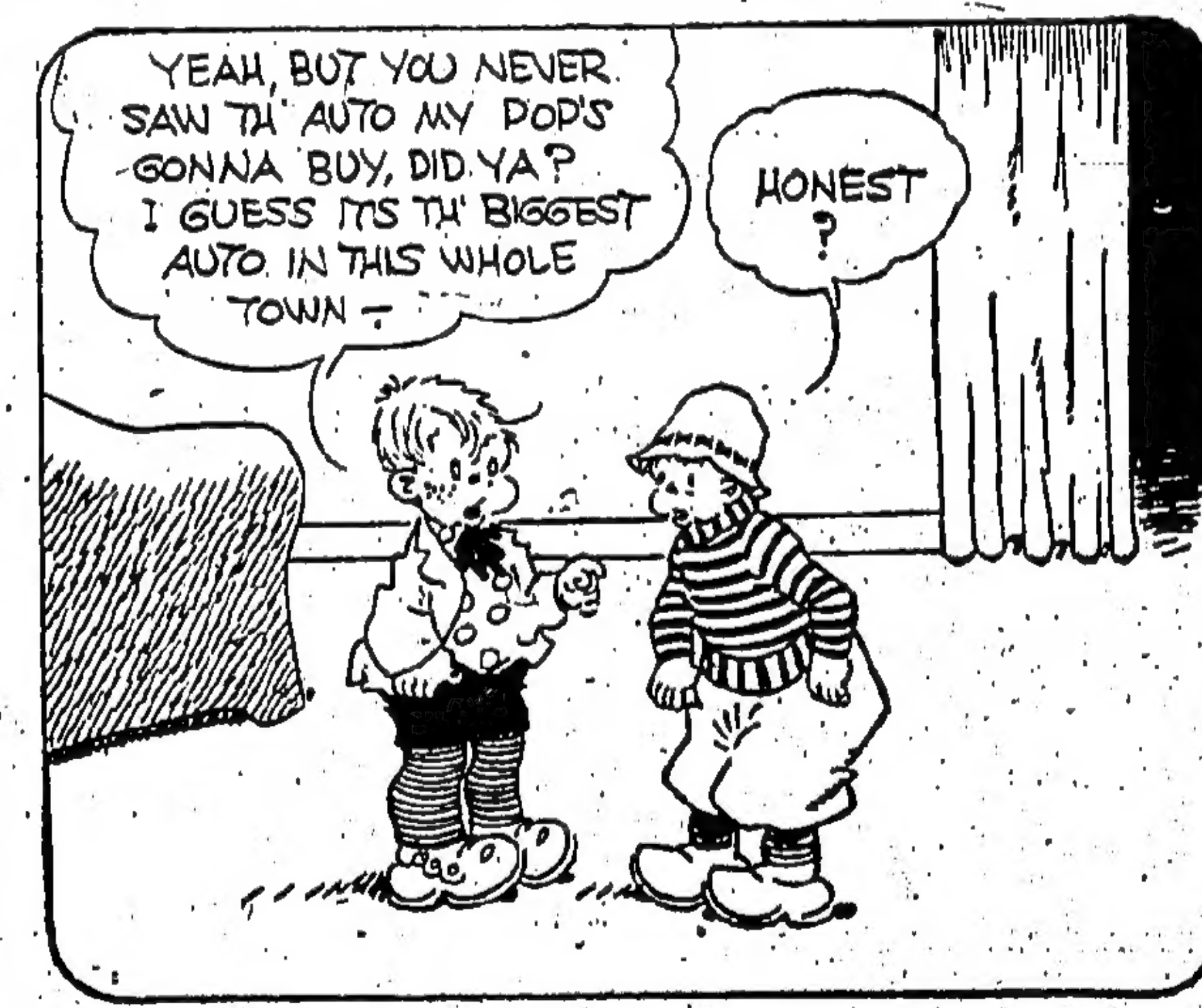
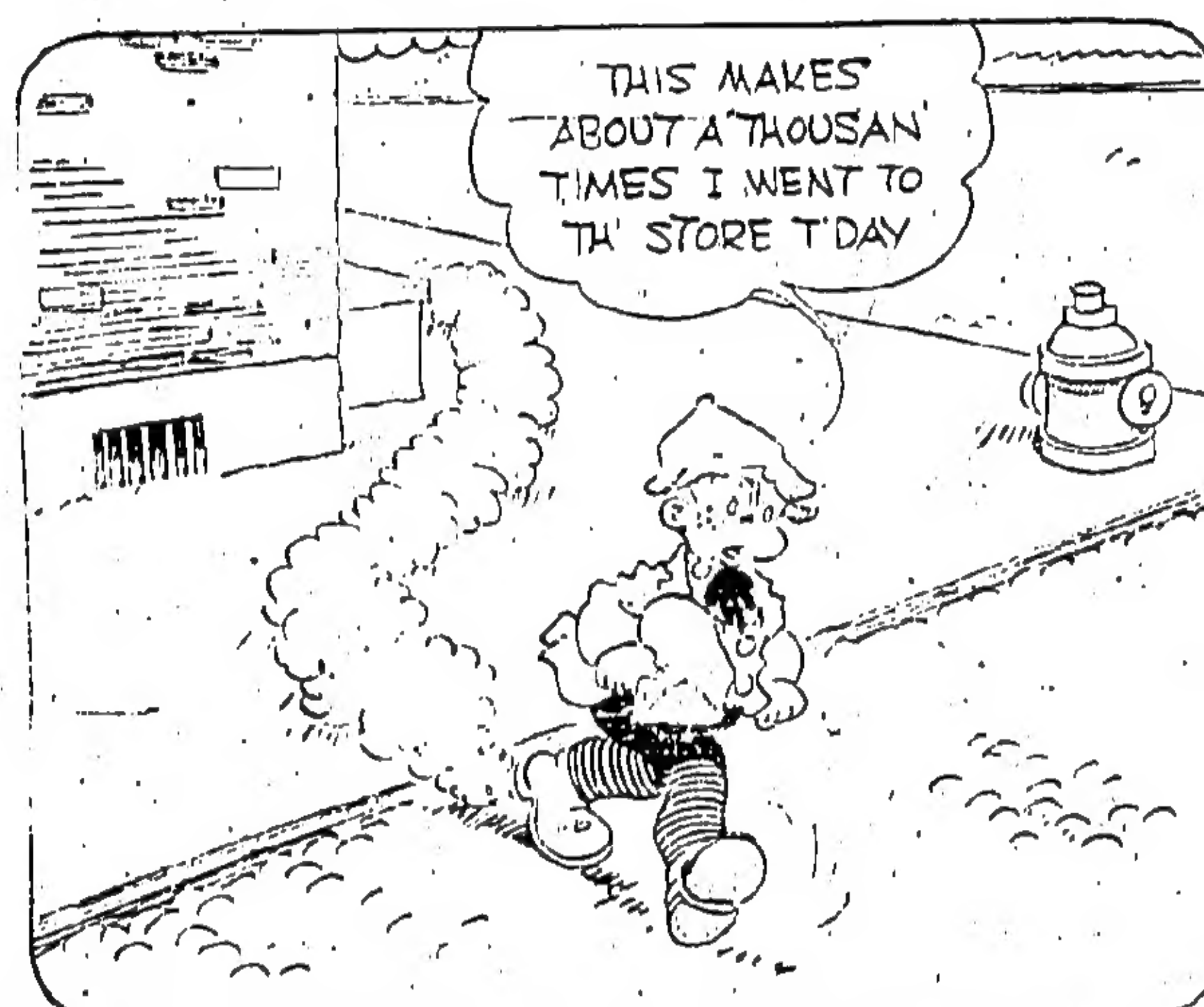
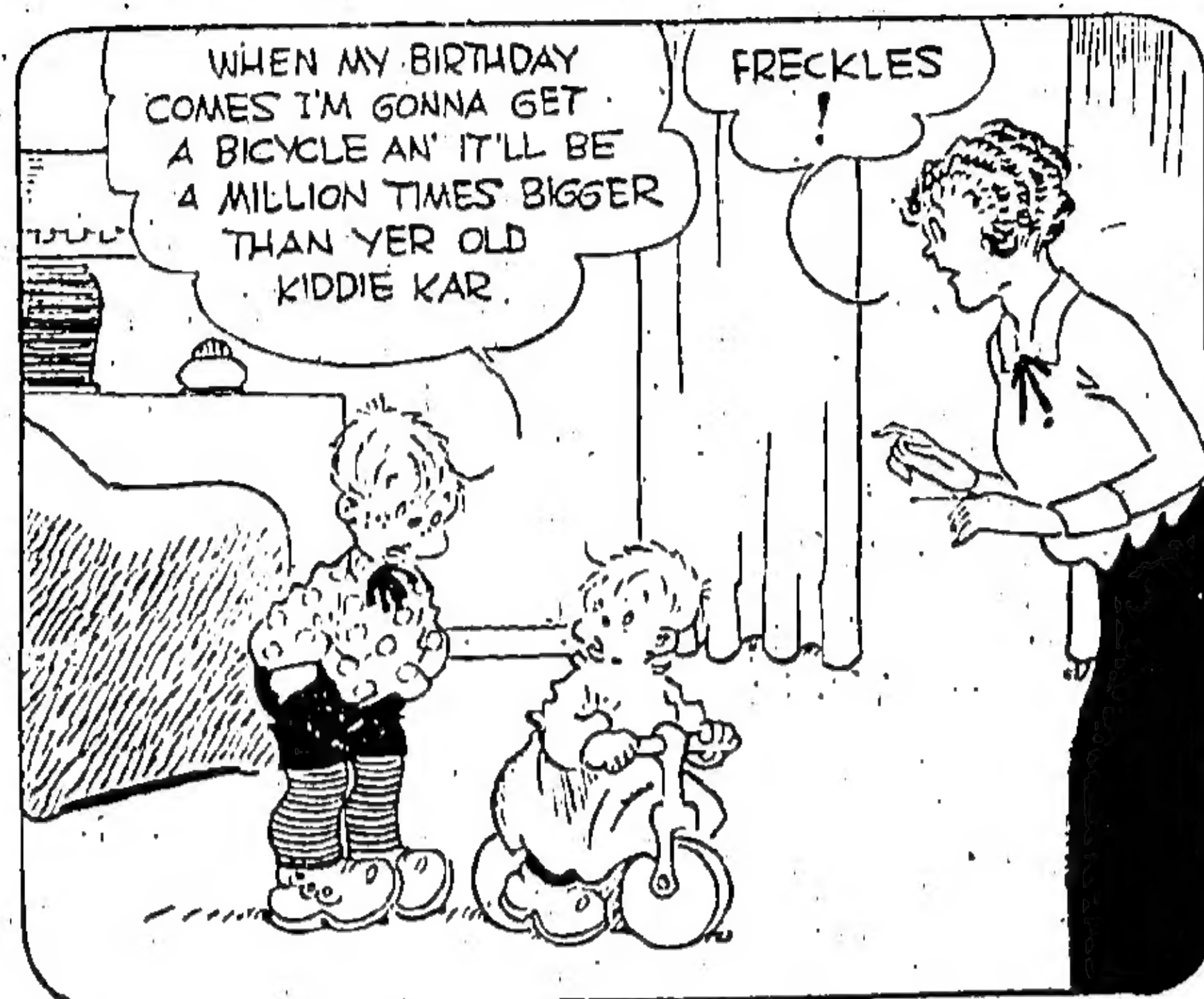
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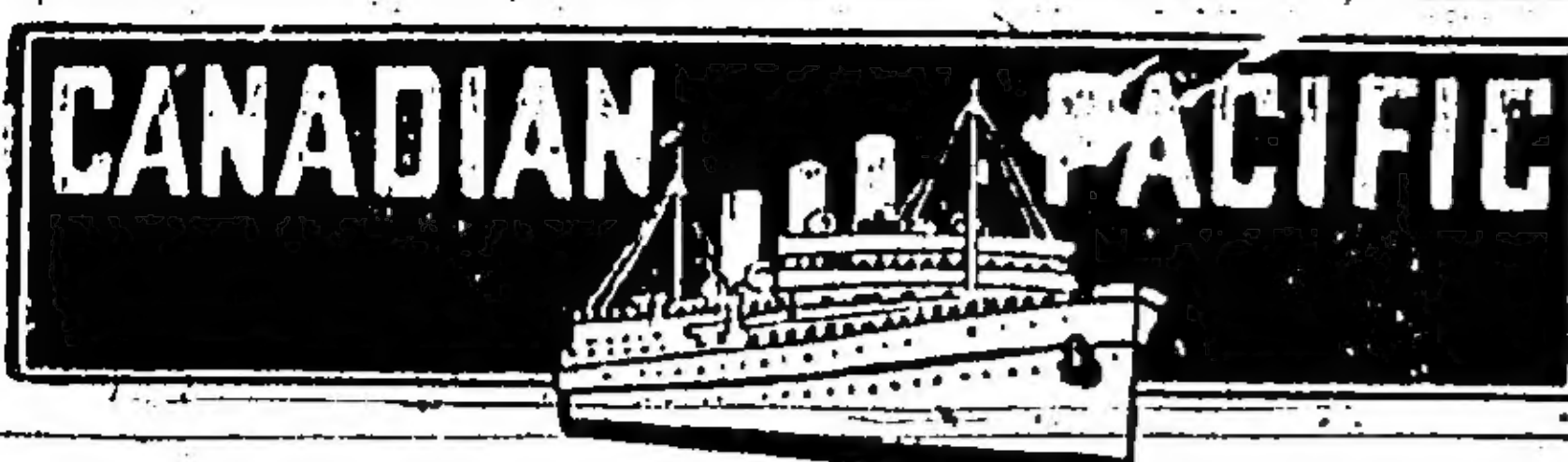
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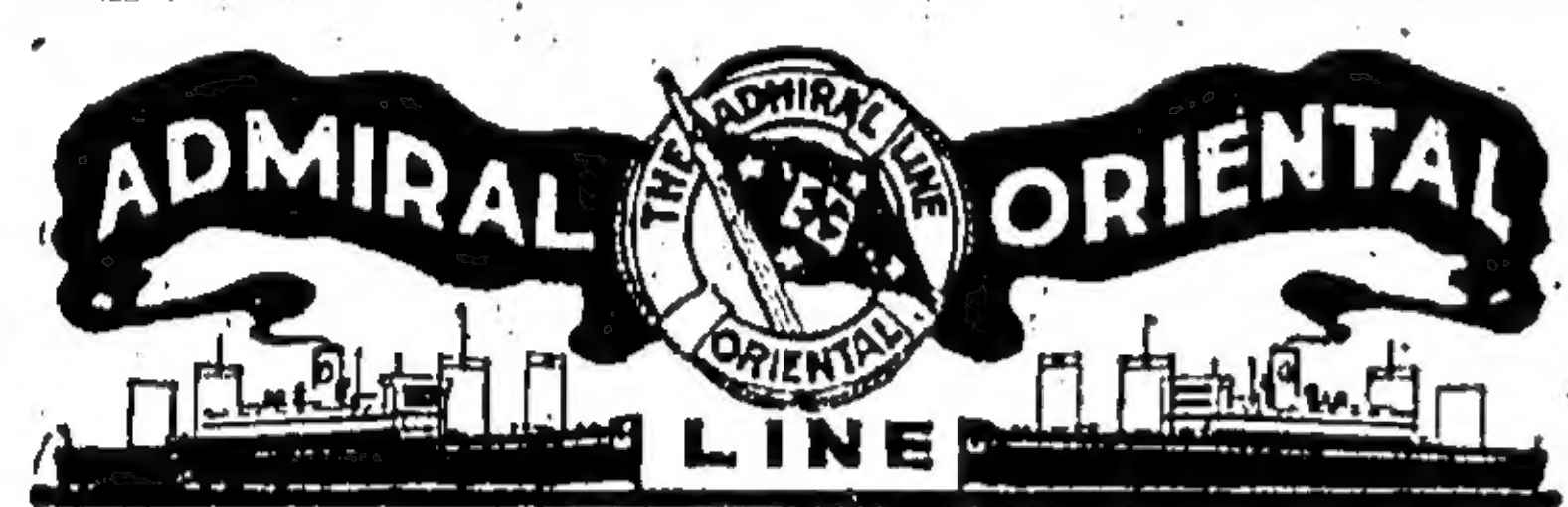
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MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
C. LOPEZ Y LOPEZ 17th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
C. LOPEZ Y LOPEZ 28th Apr.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.
(Tel. 1331) Alexandra Building, Hongkong.
O. D. BARRETTO, 28 Central Avenue, B.C., Canton.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

Sailings from Hongkong.	via Suez Canal	11th May
S.S. ATHEUS	via Suez Canal	11th May
S.S. KNAKESBRO	via Suez Canal	21st May
S.S. KEEMON	via Suez Canal	1st May
S.S. CITY OF ORAN	via Suez Canal	11th May

Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON. HOLYOAK, MASSEY & CO. LTD. CANTON.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

"GLAUCUS"	14th Apr. London, Rotterdam & Hamburg
"SARPEDON"	22nd Apr. Marseilles, London & Rotterdam
"MACHAON"	28th Apr. London, Rotterdam & Antwerp
"EUMAEUS"	5th May London, Rotterdam & Antwerp

LIVERPOOL SERVICE

"ALCINOUS"	20th Apr. Genoa, M'les, Liverpool & Glasgow
"TEUCHER"	1st May, M'les, Havre, Liverpool & Glasgow
"RHESUS"	20th May, Genoa, Liverpool & Glasgow

PACIFIC SERVICE

"PHILOCTETES"	9th Apr. Victoria, Seattle & Vancouver
"TYNDAREUS"	6th May Victoria, Seattle & Vancouver

NEW YORK SERVICE

"ATREUS"	11th Apr. via Suez & Boston
"KEGMUN"	1st May via Suez & Boston
"OANFA"	21st May, via Suez & Boston

PASSENGER SERVICE

"PATROCLUS"	15th Apr. for Shanghai
"SARPEDON"	22nd Apr. for Singapore, Marseilles & London
"PATROCLUS"	19th May, for Singapore, Marseilles & London
"MENTOR"	16th June, for Singapore & London
"ANCHISES"	14th July, for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to:
BUTTERFIELD & SWIRE

AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Vieux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.	
U.S.S.B. "West Ivan"	Due Hongkong 15th Apr.
	Leaves Hongkong 17th Apr.
U.S.S.B. "West Sequana"	Due Hongkong 26th Apr.
	Leaves Hongkong 28th Apr.

JARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Singapore, Zamboanga & Cebu.

U.S.S.B. "West Prospect"	Due Hongkong 11th Apr.
	Leaves Hongkong 13th Apr.

For Batavia, Semarang & Sourabaya.

U.S.S.B. "West Farallon"	Due Hongkong 25th Apr.
	Leaves Hongkong 26th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Phone Central No. 3008.
Japan-China-Philippines. G. P. BRADFORD, Res. Agent.
Indo-China-Straits & Java.

IDEAL HOMES.

The Olympia Exhibition.

A feature of the eighth Ideal Home Exhibition, at Olympia, which was opened by the Duchess of York, is "The Township of Ideal Homes," says a mail paper. There are 13 houses, ranging from bungalows at £166 to a manor house at £2,500. A timber-framed week-end-bungalow, its roof covered with Norfolk roof thatch, has the advantage that it may be started as a five-roomed bungalow on one floor, made in sections, and added to as increased accommodation is needed.

There is a 16th-century farmhouse at £1,725, which is a little reminiscent of the old houses in Holborn, and within is a charming country house, all the windows being glazed with lead lights and the square entrance hall used as a large living room.

The manor house, which is the most expensive (costing £2,500), is the most interesting of all. While it looks Tudor without, within it has roomy comforts and labour-saving devices. There is direct service from the kitchen to the dining-room by way of the pantry, which prevents any cooking smells from reaching the dining-room. In the township is a houseboat, with pontoon and river complete. It is as compact as a caravan, is called "Flatavan," and can be taken on land, being an amphibious houseboat. Near to it on dry land is a caravan, such as can be used for a pleasant holiday or as an itinerant shooting box.

OFFICER'S £100 FINE.

Thirty Previous Convictions.

A fine of £100, together with ten guineas costs, was imposed by the magistrate at the South-Western Police Court, London, recently on Captain M. D. G. Drummond, of Elizabeth-street, Pimlico, who was summoned for driving a motor-car at a dangerous speed and for fraudulently using a licence and identification plate. In addition to imposing the fine the magistrate prohibited the defendant from driving a car for two years.

Mr. Barker, prosecuting, said Captain Drummond fought in the war, and now had two artificial legs. He drove up Putney Hill at 50 miles an hour, said counsel, and when stopped produced a licence in the name of "John A. Arbuthnot."

His licence had been suspended previously, and the suggestion was that he obtained another licence under a false name and had altered the plate number of his car.

The police had the greatest difficulty in tracing him. Special observation was kept in Piccadilly for several days, and finally he was seen to leave a club.

Captain Drummond, in evidence, said the licence had been lent to him; and his counsel said it was a case of negligence.

Mr. Barker said Captain Drummond had been convicted 30 times in the Metropolitan area.

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT & PASSENGER SERVICE TO EUROPE

via: Manila, Singapore, Behwan, Colombo, Port Said, to Genoa, Rotterdam, Hamburg & Bremen.

STEAMER	TONS	SAILING DATE	DESTINATION
NIENBURG	4,200	14th April	Manila, Singapore
COLENS	9,460	2nd May	Behwan, Colombo
PFALZ	7,130	25th June	Port Said, Genoa, Rotterdam
HOLSTEIN	5,000	15th July	Hamburg and Bremen.

Calling at Trieste.

"These steamers have accommodation for 100 passengers in the Cabin and 140 passengers in their intermediate class."

For freight and passage fares please apply to

MELCHERS & Co.

Agents, Queen's Building.
Tel. Central 4057.

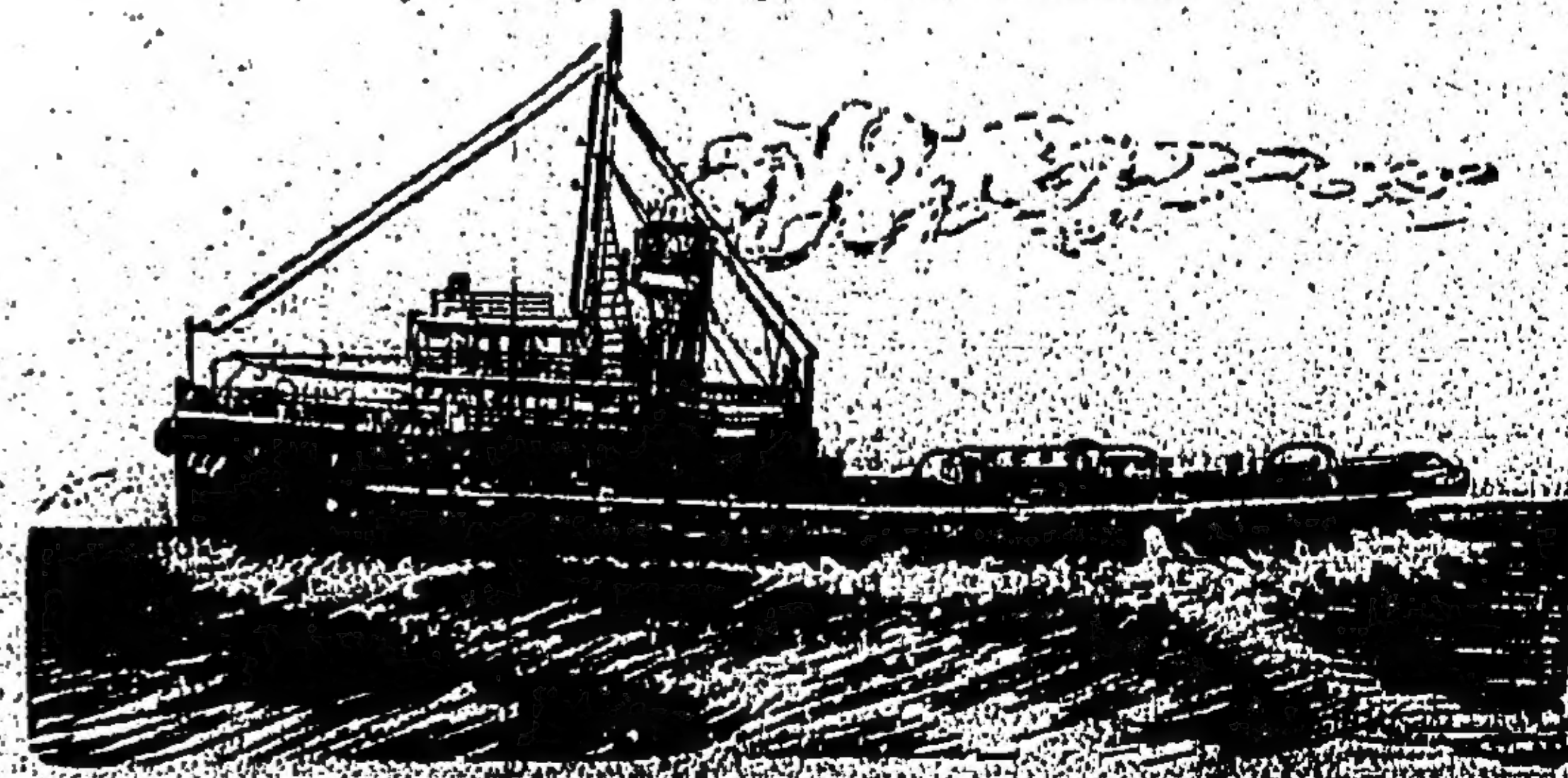
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by the Hongkong & Whampoa Dock Co., Ltd. Hongkong for their own service, 1921. Length 165 ft. Breadth 34 ft. Depth 17 ft. Gross Tonnage 1,000. Fitted with electrically driven hoist and centrifugal pump, all complete with searchlight and all modern appliances for Salvage Work.

Please address inquiries to the Chief Engineer.
H.M. DYER & SONS, LTD., Kowloon, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Australia, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including, New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonn	From Hong-kong (about)	Destination
LAHORE	5,252	13th Apr.	Singapore & Bombay
PADUA	5,907	15th Apr.	Singapore & Bombay
NELLORE	6,853	17th Apr.	M'los, London, A'werp, R'dam
CHINA	7,952	19th Apr.	M'los, London & Antwerp
SOUDAN	6,696	28th Apr.	S'pore, Pang, C'ho & B'bay
KALYAN	9,118	3rd May	M'los, London & Antwerp
MIZAPUR	6,715	7th May	S'pore, Colombo & Bombay
PLASSY	7,426	17th May	M'los, London & Antwerp
KASHMIR	8,963	24th May	M'los, London & Antwerp
SICILIA	6,813	25th May	S'pore, Pang, C'ho & B'bay
KHIVA	9,097	31st May	M'los, London & Antwerp
KASHGAR	8,840	14th June	M'los, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	10 Apr. 1.30 p.m.	S'pore, Penang & Calcutta
TALHA	10,000	13th Apr.	S'pore, Penang & Calcutta
JAPAN	6,052	29th Apr.	S'pore, Penang & Calcutta
FANDA	6,956	6th May	S'pore, Penang & Calcutta
TAKADA	6,949	25th May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Apr.	Manila, S'kan, Thursday Is.
EASTERN	4,000	28th May	Townsville, B'hane, Sydney & Melbourne.
ARAFURA	6,000	2nd July	

Freight and cargo rates from Australia with the following:-
The Union M. S. Company's steamers in the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Cape Town, Suez, and the Red Sea.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

GOGRA	5,181	10 Apr. d'light	Moji & Kobe
TANDA	6,956	15th Apr.	Moji & Kobe
PLASSY	7,426	18th Apr.	Shanghai, Moji & Kobe
KHIVA	9,097	2nd May	Shanghai, Moji & Kobe
EASTERN	4,000	3rd May	Moji & Kobe
TAKADA	6,949	5th May	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
12, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLEN GARRY	17th Apr.	GLEN GLE	22nd Apr.
GLENAMOY	4th May		
GLENAPP	15th May		
CARMARTHENSHIRE	29th May		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leave Hongkong for
KUT	In p. rt.	Moji, Kobe, Osaka and Yokohama.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

ARRIVALS FROM EUROPE:

S.S. OOSTERK	due Hongkong on the	9th Apr.
S.S. OUDERKERK	"	6th May
S.S. OLDERKERK	"	3rd June

SAILINGS TO EUROPE:

Steamers	For	Sailing on or about
MAPIA	A'dam, R'dam, Hamburg, Bremen	8th Apr.
ALDERAMIN	Rotterdam, Hamburg & Bremen	29th Apr.
OOSTERK	A'dam, R'dam, Hamburg, Bremen	6th June

For full particulars please apply to

CHINA JAPAN JAPAN LIJN

General Agents, York Building.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 405, G. 420, G. 440.
IYO MARU ... Thursday, 17th Apr. at 11 a.m.
SHIZUOKA MARU ... Wednesday, 14th May.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HARUNA MARU ... Wednesday, 9th Apr. at 11 a.m.
KAMO MARU ... Sunday, 27th Apr. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
LYONS MARU ... Middle of May.

LIVERPOOL via MARSEILLES & VALENCIA.
TSUSHIMA MARU ... Thursday, 17th Apr.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Friday, 18th Apr. at 11 a.m.

AKI MARU ... Wednesday, 14th May at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Tuesday, 8th Apr.
TOBA MARU ... Sunday, 4th May.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... Tuesday, 8th May.

BOMBAY via Singapore & Colombo.
SADO MARU ... Saturday, 12th Apr.

MALACCA MARU ... Monday, 28th Apr.
CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Wednesday, 9th Apr.
MOJI MARU ... Friday, 18th Apr.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 11th Apr.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU ... Tuesday, 8th Apr.

TOYOHASHI MARU ... Tuesday, 15th Apr.
KASHIMA MARU ... Tuesday, 22nd Apr.

For further information apply to:-
Tel. Central Nos. 292, 293 & 2422.

NIPPON YUSEN KAISHA.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SJEZ.

S.S. "DARK CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "AUSSA"	Sails about 1st May.
S.S. "DUCHESSA D'AOSTA"	Sails about 3rd May.
S.S. "SILVIO PELLICO"	Sails about 1st June.
S.S. "NIPPON"	Sails about 3rd June.
S.S. "ROSANDRA"	Sails about 3rd July.
S.S. "FIUME"	Sails about 7th July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NUMIDIA"	Sails about 3rd May.
S.S. "FIUME"	Sails about 8th May.
S.S. "ASSUA"	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June.
S.S. "SILVIO PELLICO"	Sails about 4th July.
S.S. "NIPPON"	Sails about 8th July.
S.S. "ROSANDRA"	Sails about 7th Aug.
S.S. "VENEZIA"	Sails about 1st Sept.

Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

City of Cairo	17th Apr. M'los, London, R'dam & Hamburg
City of Christiania	28th Apr. M'los, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Cairo	17th Apr. M'los, London, R'dam & Hamburg
Single 1st Class	A 292, B 284, 2nd Class A 262, B 256.
Return 1st Class	A 516, B 514, 2nd Class A 5108, B 508.

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD.

CANTON.

THE BANK LINE, LTD.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
BANGKOK via Swatow Hangsang	Tue.	8th Apr. at noon.
TTAO via S'low & S'hai Walsing	Wed.	9th Apr. at 7 a.m.
KOBE via Shanghai	Wed.	9th Apr. at 7 a.m.
TIENSIN	Cheongshing	Fri. 11th Apr. at noon.
SHANGHAI via Swatow Tingsang	Fri.	11th Apr. at 7 a.m.
MANILA	Sulsang	Sat. 12th Apr. at 11 a.m.
HAIPHONG via Hoihow Leesang	Sun.	13th Apr. at 7 a.m.
TTAO via S'low & S'hai Kwongsang	Sun.	13th Apr. at 10 a.m.
KOBE via Moji	Lalsang	Thurs. 17th Apr. at noon.
BANGKOK via Hoihow Chunsang	Fri.	18th Apr. at 10 a.m.
MANILA	Yuensang	Sat. 19th Apr. at 11 p.m.
SANDAKAN	Misung	Wed. 23rd Apr. at 1 p.m.
KOBE via Shanghai	Hosang	Fri. 25th Apr. at 7 a.m.
STRAITS & Calcutta	Kutsang	Tues. 29th Apr. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday 29th April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

General Managers.

Telephone Central No. 215.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong ...	W. S. Turnbull	FRI. 11th Apr. at 1 p.m.
Haifong ...	Ellis Walker	FRI. 18th Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 10th April.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574 York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for S'hai & Japan	Pro. Sailing from Hongkong for M'los
AMAZONE	—	—	13th Apr.
ANGKOR	—	—	27th Apr.
CHAMBORD	—	—	11th May.
PAUL LECAT	20th Mar.	21st Apr.	18th May.
ANDRE LEBON	27th Mar.	30th Apr.	25th May.
AMBOISE	10th Apr.	12th May.	8th June.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)

1st Class £25.0.0 B. Class 1st Class £23.0.0

2nd Class £23.0.0 B. Class 2nd Class £20.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "CAPITAINE FAURE" loading for Havre, Antwerp and Dunkirk about 15th May

S.S. "Commissaire RAMEL" from Dunkirk, London, Havre, is due to arrive about end April.

For full particulars apply to:

Messageries Maritimes Co. 3 Queen's Building.

CORPORATION TRANSIT REPRESENTATION

CONSIGNEES.

NOTICE TO CONSIGNEES.
DOLLAR STEAMSHIP LINE.

The Steamship "ESTHER DOLLAR"

having arrived from New York, via ports, on April, 4th, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Holt's Wharf, a Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on April 10th, 1924, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the godowns, and cargo undelivered on after April, 11th, 1924, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE

4, Des Voeux Road.

Hongkong, April 7th, 1924.

NOTICE TO CONSIGNEES.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

"M.S. "AMERICA"

[The above vessel having arrived from Scandinavia via

Ports on the 5th inst., consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. whence, and from the wharves, delivery may be obtained. Goods not cleared by the 11th, April 1924, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 10th, April 1924, at 10 a.m.

Claims against the ship must be presented within ten days of

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each floor.
Tels. K.604 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE"
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

WEATHER REPORT.

April 9d. 10h. 48m.—Pressure
has decreased moderately at Che-
foo and slightly at Shanghai. It
is nearly stationary at other re-
porting stations.

The anticyclone has weakened
and moved eastward.

Moderate monsoon may be ex-
pected along the S.E. coast of
China and over the N. China Sea.

Hongkong rainfall for the 24
hours ending at 10 a.m. to-day,
0.00 inch. Total since January
3rd, 8.19 inches against an average
of 7.45 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District. Forecast.

1. Formosa Channel N.E. winds,
fresh.

2. South coast of China between
H.K. & Lamoocks N.E. winds,
moderate.

3. Hongkong to Gap Rock overcast,
some drizzle or mist.

4. South coast of China between
H.K. & Hainan E. & S.E. winds,
moderate.

T. F. CLAXTON, Director.
Hongkong, April 9.

SUNDAY NEXT

AT

THE CORONET

— POOR —
— MEN'S —
— WIVES —

OXFORD UNION.

Famous Society's
Centenary.

A writer in an American paper
says: "A centenary is usually
held in honor of the dead, but on
February 28 and 29 there was
celebrated the hundredth anniversary
of an institution which is still
very much alive. The Oxford
Union Society completed the first
hundred years of its existence
last December, and arrangements
had already been made for an
appropriate recognition of the
event when the sudden dissolu-
tion of Parliament made neces-
sary a postponement of the entire
programme. So many of the most
eminent members of the society
would inevitably be "spelling-
binding" at the general election that
an attempt to hold anything like
a representative gathering at such
a time would have been certain
to end in a fiasco.

Accordingly, the centennial
celebration was deferred. On
February 28 there was a debate
on the subject: "That civiliza-
tion has advanced, since this
society first met." Among those
who took part in it
were Prof. Gilbert Murray,
John Buchan, A. E. W.
Mason, Father Ronald Knox and
Philip Guedalla. The centenary
banquet is fixed for the following
evening. The list of speakers
is an exceptionally distinguished
one, including H. H. Asquith,
Lord Curzon, Lord (Robert) Cecil,
the Archbishop of York (Dr.
Cosmo Gordon Lang), Lord
Birkenhead, Lord Milner, Sir
John Simon, Sir Anthony Hope
Hawkins and Hilaire Belloc.

Most of the speakers on each
list are former officers of the
society, and all of them are live
members of it. That fact alone
is sufficient to indicate how great
a part the Oxford Union has
played in the training of men for
positions of influence in the
national life, mainly, of course,
in politics, but not exclusively
so. The Oxford Union has for
many years been one of the
pleasantest of clubs—with its
writing rooms, coffee and smok-
ing rooms, etc., and an especially
fine library—but it is as a debat-
ing society that it has won its
fame and it was as a debating
society, pure and simple, that it
was founded.

In 1823 the idea occurred to a
group of undergraduates that it
would be well to provide an
opportunity for members of
the various colleges to meet for
the periodical discussion of
public questions. Hence the
formation of the United Debating
Society, as it was first called. At
that time the "proctors," i.e., the
officials responsible for the dis-
cipline of the university, did not
encourage such aspirations after
self-expression. They made the
way difficult for the Union
pioneers, with the result that
some years passed before the
society was able to acquire a per-
manent location. It was not
until the early fifties that it
obtained possession of the lot on
which the union buildings of to-
day stand.

Long before that, however, the
Oxford Union Society had given
ample promise of the service it
was to render to the public life of
Great Britain as a school of
oratory. It was in its discussions
that William Ewart Gladstone
tried out and developed his early
powers as a speaker. The first
mention of his name in the
records of the debates occurs on
February 11, 1830. Some of the
union speeches of his Oxford days
brought up against him by his
great opponent, Benjamin Dis-
raeli, in the House of Commons
more than thirty years later. One
of the most celebrated incidents
of this early period was a
joint debate with the Cambridge
Union, a body whose birth
antedated by a year that of its
Oxford sister. The topic discus-
ed was the comparative merits of
Shelley and Byron as poets. To
our ears the subject does not seem
very exciting; but the young men
of those days were as warmly
interested in new literary move-
ments as they were in contem-
porary politics, and the meeting
aroused eager partisanship. A
motion in favour of Byron was
carried by a majority of 32 on a
poll of 123. Oxford's leading re-
presentative on this occasion was
Henry Edward Manning, the
future Cardinal.

Nowadays there are many
avenues leading to the highest
posts in the Government of the
British Empire; but in the last
century it was seldom that any
one attained eminence in public
life whose path had not taken him
in his youth through one of the
two ancient universities. At the
bar, too, though it offered more
widely than Parliament, ex-
posed to the public gaze, and
more

PASSENGERS ARRIVED.

Per s.s. Chamberland from Mar-
seilles.—Mr. Argod, Mr. Huber,
Mr. J. Arnault, Fathers Marquis
and Robert, Mr. P. Laurel. From
Colombo: Sisters Alphonsa and
Theresa. From Singapore: Mr. K.
Arina, Mr. J. Warren, Mr. H.
Strekler, Mr. K. Keldo, Mr. J.
Mijajima, Mr. A. Mizumune, Mr.
J. Sperling, Mr. and Mrs. S.
Nathan, Mr. A. J. Hutton, Mr. R.
Mintuba, Mr. and Mrs. de St.
Phalle. From Saigon: Mr. H.
Hunt, Miss Hunt, Mr. J. Aison,
Mr. and Mrs. Stebbins and two
children.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
S. LING.

1/T. Shanghai	2/4	1/T. Hongkong	100
1/T. Singapore	101	1/T. Java	139
1/T. Japan	1213	1/T. Manila	140
1/T. India	140	1/T. Batavia	140
1/T. San Francisco and New		1/T. Yokohama	1813
York	571	1/T. Manila	1813
1/T. Java	139	1/T. Singapore	101
1/T. Manila	140	1/T. Hongkong	100
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1/T. Yokohama	1813	1/T. Yokohama	1813
1/T. Manila	1813	1/T. Manila	1813

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Due
Shanghai	Sunling	5th April
Shanghai	Shantung	10th
Australia & Manila	Aki M.	10th
Canada, U.S.A., Japan, & Shanghai	Empire of Australia	10th
U.S.A., Canada, Japan & Shanghai	Pres. Jefferson	11th
Europe via Negapatam (Letters only)		
London 12th March	Tanda	12th
Europe via Negapatam (Papers only)		
London 12th March	Nippon	12th
U.S.A., Japan & Shanghai	Pres. Garfield	14th

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., O. & B. America & Europe via Victoria B.C.	Pres. Jackson	Parcels 9th 5 p.m. Thurs., 10 inst., 8 a.m. Registration 8 a.m. Letters 8.30 a.m. (Due Victoria B.C. 29th April & Europe via Siberia.) (Correspondence special super-scribed via Siberia only.)
Holbow & Haiphong	Chinba	Thurs., 10 inst., 8 a.m.
Manila	Chinba	Thurs., 10 inst., 8 a.m.
Manila	Dawey	Thurs., 10 inst., 10.30 a.m.
Manila	Van Olen	Thurs., 10 inst., 12.30 p.m.
Manila	Warkent	Thurs., 10 inst., 3.30 p.m.
Manila	Hydrange	Thurs., 10 inst., 5.30 p.m.
Manila	Torilla	Thurs., 10 inst., noon.
Manila	Pooshing	Thurs., 10 inst., 6 p.m.
Manila	Chinba	Thurs., 10 inst., 8 a.m.
Manila	Chinba	Fri., 11 inst., 8.30 a.m.
Manila	Aki M.	Fri., 11 inst., noon.
Manila	Chinba	Fri., 11 inst., 2.30 p.m.
Manila	Chinba	Fri., 11 inst., 5 p.m.
Manila	Chinba	Sat., 12 inst., 10 a.m.
Manila	Chinba	Sat., 12 inst., 2.30 p.m.
Manila	Chinba	Sat., 12 inst., 5 p.m.
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Manila	Chinba	Sat., 12 inst., 11.30 p.m.
Manila	Chinba	Sat., 12 inst., 1.30 a.m.
Manila	Chinba	Sat., 12 inst., 3.30 a.m.
Manila	Chinba	Sat., 12 inst., 5.30 a.m.
Manila	Chinba	Sat., 12 inst., 7.30 a.m.
Manila	Chinba	Sat., 12 inst., 9.30 a.m.
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Manila	Chinba	Sat., 12 inst., 5.30 p.m.
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Manila	Chinba	Sat., 12 inst., 9.30 p.m.
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Manila	Chinba	Sat., 12 inst., 3.30 p.m.
Manila	Chinba	Sat., 12 inst., 5.30 p.m.